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WEEK-DAYS.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	4.55	5.35	7.10
Yauwatt...Dep.	6.50	9.25	10.35	12.05	1.25	4.45	5.25	7.20
Shatin...Dep.	7.05	9.40	10.50	12.10	1.40	4.55	5.35	7.30
Taipei...Dep.	7.15	9.50	11.00	12.20	1.50	5.05	5.45	7.40
Taipei Market...Dep.	7.30	10.05	11.15	12.35	2.05	5.20	6.00	7.50
Fanning...Dep.	7.45	10.20	11.30	12.50	2.20	5.35	6.15	8.00
Shungshui...Dep.	7.55	10.30	11.40	13.00	2.30	5.45	6.25	8.10
Shumshan...Arr.	7.45	10.15	11.25	12.55	2.15	5.30	6.10	8.05

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumshan...Dep.	7.20	9.05	10.35	11.40	1.00	4.17	5.15	6.05
Shungshui...Dep.	7.25	9.10	10.40	11.45	1.05	4.22	5.20	6.10
Fanning...Dep.	7.35	9.20	10.50	11.55	1.15	4.32	5.30	6.20
Taipei Market...Dep.	7.40	9.25	10.55	12.00	1.20	4.37	5.35	6.25
Taipei...Dep.	7.45	9.30	11.00	12.05	1.25	4.42	5.40	6.30
Shatin...Dep.	7.50	9.35	11.05	12.10	1.30	4.47	5.45	6.35
Shungshui...Dep.	7.55	9.40	11.10	12.15	1.35	4.52	5.50	6.40
Yauwatt...Dep.	8.00	9.45	11.15	12.20	1.40	4.57	5.55	6.45
Kowloon...Arr.	8.20	9.55	11.25	12.40	1.55	5.05	6.00	6.50

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	8.35	9.15	10.30	12.00	2.25	5.25	7.10
Yauwatt...Dep.	6.50	—	—	10.35	12.05	2.30	5.30	7.15
Shatin...Dep.	7.05	—	—	10.40	12.10	2.35	5.35	7.20
Taipei...Dep.	7.15	—	—	10.45	12.15	2.40	5.40	7.25
Taipei Market...Dep.	7.30	—	—	10.50	12.20	2.45	5.45	7.30
Fanning...Dep.	7.45	—	—	11.00	12.30	2.55	5.55	7.40
Shungshui...Dep.	7.55	—	—	11.05	12.35	3.00	6.00	7.45
Shumshan...Arr.	7.45	9.15	10.15	11.25	12.55	3.05	6.05	7.50

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumshan...Dep.	8.15	10.35	11.40	1.00	4.17	5.20	6.05	6.55
Shungshui...Dep.	8.15	10.45	11.47	1.05	4.22	5.25	6.10	7.00
Fanning...Dep.	8.25	10.45	11.51	1.10	4.27	5.30	6.15	7.05
Taipei Market...Dep.	8.35	10.55	12.00	1.15	4.32	5.35	6.20	7.10
Taipei...Dep.	8.45	11.04	12.07	1.20	4.37	5.40	6.25	7.15
Shatin...Dep.	8.55	11.17	12.21	1.25	4.42	5.45	6.30	7.20
Shungshui...Dep.	9.05	11.29	12.33	1.30	4.47	5.50	6.35	7.25
Yauwatt...Dep.	9.15	11.39	12.43	1.35	4.52	5.55	6.40	7.30
Kowloon...Arr.	9.11	11.37	12.41	1.35	4.52	5.55	6.40	7.30

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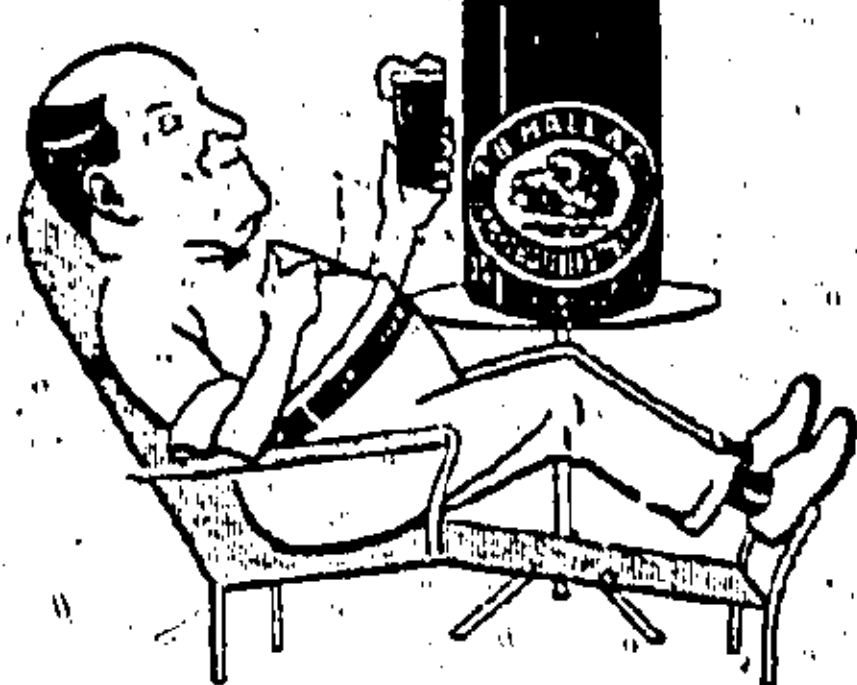
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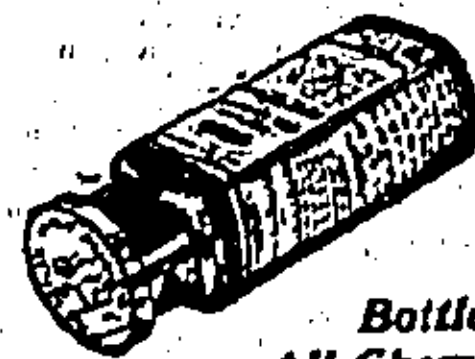
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OUR LONDON LETTER.

A BETTER SPIRIT IN BRITISH INDUSTRY.

MR. WINSTON CHURCHILL IN OPTIMISTIC MOOD.

(FROM OUR OWN CORRESPONDENT.)

LONDON, March 21st.

THE LONDON SEASON.

London hotels and the West End tradesmen are anticipating a prosperous season. The influx of Americans promises to be as large as usual. The shops are looking their best, and the parks in the spring sunshine with the trees bursting into leaf and the flower beds smiling a gay welcome are showing signs of early loveliness. Visitors who have not been here for years remark on the many improvements in the streets and buildings, notably in the Strand, in Piccadilly, and in Regent Street.

There are some who regret the altered appearance of Regent since the old buildings erected during the Regency have gone. It wears a new face entirely for people whose absence has extended over years. Some highbrows who brood over London are apt to be very critical of the bold new buildings, but there can be no doubt that in the greater light and air space they are a decided improvement on the old; while the large shop windows are far better suited to display. Rents being terrific, however, Regent Street has a special interest in experiencing a good London season.

MOORING GIANT AIRSHIPS.

The development of a great airship service between England and the East goes on quietly but surely. One indication of this is the erection of two great mooring masts over 200 feet high, octagonal, each with a base of 70 feet across, one at Cardington near Bedford, and the other at Ismailia, on the Suez Canal. Major G. H. Scott, the famous airship captain, described these masts and some of the problems connected with them in a paper which he read a few days ago before the Royal Aeronautical Society.

Compared with the new masts that at Pulham from which R. 33 broke away last year in a gale is a very primitive affair, and very far from being as rigid as an airship mast ought to be. At the top of the mast is not rigid masts. Indesirable strains are put upon the framework of the ship attached to it. The question of rigidity affects also the question of mooring to a mast on a floating ship. Major Scott does not approve of this plan. His paper gave a good idea of the great amount of research work which has been done in studying the fascinating problems connected with mooring airships.

A NOTABLE CLERGYMAN.

Most people have heard of Prebendary Carlile, the founder of the Church Army and its guiding spirit since 1882. This week he has resigned his living of St. Mary-at-Hill, Monument, a benefice he has held since 1891. Being in his eightieth year he feels he ought to give up his parish and allow a younger man to carry it on. It is a sentiment which many of the parochial clergy who hang on to their livings even when 60 or 70 might take to heart.

Prebendary Carlile is not, however, relinquishing his work for the Church Army. "There are so many pressing problems requiring much thought," he says. "There is our missionary work and our work in connection with the housing of the families of ex-Army men." Ordained in 1880, he founded the Church Army in the slums of Westminster, in 1882, and the extent to which the organisation grew may be judged from the fact that two years ago the actual amount of money handled exceeded £287,000. When he first went to St. Mary-at-Hill in the City his vicarage consisted of one room on the top floor of a house, and it is related on one occasion that two princesses called to see him at lunch-time. He had little food in the house, and so he sent out for some sandwiches and biscuits.

His church at St. Mary-at-Hill has always been packed on Sunday evenings. He only preaches on topical subjects, and has a women's brass band in the chancel. He has given film shows to the congregation, and encourages them to clap, laugh or stamp. The Church of England cannot boast of a more devoted priest, and no man is more beloved by the poor and needy of London.

INTERNATIONAL 8-HOUR DAY.

The Government deserve credit and congratulation for bringing to a successful conclusion the recent negotiations in London undertaken to give effect to the Washington Eight-Hour Day Convention of 1919. The parties to the new agreement are Britain, France, Germany, Belgium and Italy. Ratification has still to follow, and it is desirable that the principles accepted by the London Conference should be embodied in more comprehensive international arrangements, but, as Sir Arthur Steel-Maitland, Minister of Labour, said at the conclusion of the proceedings, "agreement among the nations present was indispensable if a wider measure of agreement was to be obtained."

The main purpose of the Eight-Hour

Day Convention is to establish by international agreement the rule that persons engaged in industry shall normally work an eight-hour day and a forty-eight-hour week. Exception is made in the case of special kinds of work such as those involving continuous processes, and for special circumstances such as accident, actual or threatened, and urgent work to be done to machinery or plant, and the Convention does not apply to an industrial undertaking in which only members of the same family are employed. The ordinary postal, telegraph and telephone services are also outside the scope of the Convention except where constructional, maintenance, or repair work is concerned. "A BETTER SPIRIT."

The experts at the Treasury are never at a loss to produce a well-grounded computation of the nation's prospective finances, and experience proves that their sources of information are trustworthy. This fact lends additional significance to Mr. Winston Churchill's cautious but sanguine expectation of the course of events in the industrial world during the coming months. Speaking to an audience of active women supporters of the Conservative and Unionist Party in London a day or two ago the Chancellor of the Exchequer said: "There is a better spirit, there is a more friendly and reasonable atmosphere. Whatever agitators may say I am quite sure that there is a considerable measure of recognition through the coalmining population of the country as a whole, of the efforts made by the community and the State to help them round a difficult corner."

The Chancellor may be trusted at all times to look at the bright side of things; but in saying what I have quoted he is within the mark. There is undoubtedly a better spirit in the country which may be seen in all sorts of ways too numerous to indicate here. And, of course, this is what every true Briton desires.

WHEN MONEY DIDN'T TALK.

The desire of rich Americans to get hold of old English houses and things has already prompted a private Member of Parliament to introduce a Bill to prevent the export of our historical possessions. As you know, several "stately houses" have gone or are going across the Atlantic. It is just possible that the Bill already referred to will gain a quicker transfer to the Statute Book than would otherwise have been the case by an announcement that was made by Mr. Howell Mabbott at the annual dinner of the London Cornish Association. He disclosed that an American millionaire recently tried to buy a rock in Cornwall on which John Wesley sat to write one of his hymns. The answer given to the visitor with a superfluous number of dollars indicated that we still have some respect for our national relics. "Needless to say," said Mr. Mabbott, "he failed." There is not enough money in all America to buy that relic. Needless to say, also, the Cornishmen at the dinner applauded the sentiment.

POPPY DAYS.

There is every reason for gratification that a record sum, £305,000, was the response to last year's Poppy Day appeal for the ex-service men. The figures are announced for the first time this week. Poppies are essentially the symbol of sacrifice, and there could be no better proof that their message does not go by unheeded.

There is abundant need for generosity. Lord Haig has estimated that 700,000 ex-service men are in dire need of assistance. Even more poignant statistics were provided by a speaker in the House of Commons a few days ago who insisted that there were 200,000 men who fought in the war in receipt of poor law relief. Poppy Day is a chance for all to give some recompense. Britons living in Hongkong and elsewhere have nobly helped. Let us hope that in the years to come those of the new generation who did not pass through the fires of war will contribute freely.

VICKERS' NEW CHAIRMAN.

General Sir Herbert Lawrence, the new chairman of Vickers, Ltd., the great firm with houses in China and elsewhere abroad, appears to collect company directorships as other people do postage stamps or blue china. He is a director of a score of companies. It is a more profitable if less artistic hobby, particularly, since the concerns with which he is connected are of the calibre of Glyn, Mills, Currie & Co., and the London Midland and Scottish Railway. The remarkable thing is that Sir Herbert was not a City man before he was a soldier. The chief characteristic of Sir Herbert is his extraordinary capacity for hard work. He acquires seats on important Commissions with the same facility with which he finds himself present at important board meetings. He also finds time for sport, and is keenly interested in Army football; when he was a young man he was a member of the Richmond "Rugger" XV, and played against Scotland.—H.B.

NATIONAL MEMORIAL TO SHAKESPEARE.

A NEW THEATRE AT STRATFORD-ON-AVON.

The London "Daily Telegraph" last month made an appeal for funds to erect a new Shakespeare Memorial Theatre at Stratford-on-Avon. On the first day the subscriptions exceeded £3,000. The individual amounts received show in what measure the appeal has stirred the imagination of all classes of people. The largest figure in the list is £1,000 and the smallest is 1s.

In addition to the £1,000 contributed by the Proprietors of the "Daily Telegraph," a similar amount was contributed by Mr. Archibald D. Flower, chairman of the Governors of the Shakespeare Memorial Theatre at Stratford-on-Avon. Sir Oswald Stoll and Sir Barry Jackson have each sent £300. The theatrical profession, which includes all who are connected with theatrical work, have certainly been faithful to their tradition in coming forward so readily to assist in this tribute to the genius of Shakespeare. By themselves they have given the fund a wonderful start, not solely by reason of the sums they have contributed, but by reason also of the spontaneity with which their gifts have been made, says the "Telegraph," which goes on to say:

From Mr. George Bernard Shaw and Mrs. Kendal we have received 100s. each, and the same amount has come from the Eccentric Club. Lady Wyndham, Mr. Fred Terry and Miss Julia Neilson, Sir Gerald du Maurier, Mr. Henry Ainley, Messrs. Herbert Clayton and Jack Waller, and Mr. Frederick Harrison are represented by subscriptions of £100. Sir Arthur Pinero has given 50s., and in a letter, printed below, that distinguished dramatist holds that it "would bring grave discredit on this country if the opportunity were neglected of erecting a fine theatre in place of the old one," destroyed by fire early in March. Mr. Alec Ren also sends 50s., and Miss Gladys Cooper and Mr. Archibald de Bear are contributors of £50. The Earl of Latham, Mr. Basil Dean, Miss Sybil Thorneycroft, Miss Fay Compton, Miss Marie Tempest, the Misses Violet and Irene Vanbrugh, Mr. Leon Quartermaine, Mr. Ivor Novello, and Mr. Mollison also figure in the rôle of early helpers. Mr. Norman Wilkinson, who forwards 50s., announces that it is a "first instalment."



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410

MAKING A LIVING.

**AN INQUIRY INTO CAREERS FOR
BOYS AND GIRLS.**

What to do with their boys is a problem for parents that does not become easier of solution. It is now no less a question of what to do with their girls as well. With this extension has come greater competition: while at the same time the whole matter is considerably complicated by an increasing range of opportunity.

Paterfamilias of mature years, recalling the simple directions of the signpost at his own youthful crossroads, will probably rub his eyes at the wide choice of careers displayed for his lad in Sir Herbert Morgan's pages, says a reviewer of a book entitled "Careers for Boys and Girls" by Sir Herbert Morgan. The Motor industry, Cinema industry, Advertising industry, Oil industry, all dealt with in them—these are new fields of adventure in the business of making a living. And at the same time the old ones have become bewilderingly specialised. Commerce was just commerce in his young day: now it is "industrial management," "sales organisation," "purchasing agency," and the like. Engineering had its several simple branches: now they are manifold, with fresh ones, like "wireless," "broadcasting," "concrete construction," being added daily. As for the Materfamilias, who can remember perhaps the shock with which the declaration of a vocation for Nursing was received, she now learns from Sir Herbert, if she does not know it too well from the din of family discussions, that there are few jobs open for her boys to which her girls' need not aspire.

THE EDUCATIONAL TEST.

Sir Herbert Morgan, then surveys in his book the principal careers open for boys and girls in the post-War conditions which have become so strenuously competitive and so highly specialised. "The majority of vocations, apart from manual labour," he observes, "have been elevated to the status of professional pursuits." Whether or not the insistence on degrees and diplomas is being carried too far, the parent must make up his mind that at the least a secondary education is required by his children if they are to succeed in these new professions. One of the surprises of this book, when we have followed it into detail, is its evidence of this qualification by examination encouraged if not demanded in all of them.

This means that the "casual" element in the choice of a career is being steadily reduced. It also means that while getting a post by influence may still not be difficult, keeping it by influence undoubtedly is. Again, our boys and girls are more usually allowed than before to follow their own "bent" in the shaping of their lives. The effect of all this, taken with the increasing specialisation in occupations, might seem to be a greater rigidity than ever in a certain "line of life." This raises the question of "vocational psychology," which, by the way, a transatlantic visitor, quoted by Sir Herbert, said in his view was "all bunk." In America changes from one means of livelihood to another have always been common, and since the war they have become much less rare among ourselves. And this is not an unnatural consequence of the conditions which seemed likely to produce the rigidity referred to. For those possessing the educational grounding, now all essential, specialisation has the effect of making opportunity only more fluent.

ECONOMIC CONSIDERATIONS.

Passing from such preliminary considerations, Sir Herbert in the body of his book examines in detail the several careers for boys and girls, weighing their possibilities, and directing aspirants through their doors. This necessary inquiry he has helpfully carried out. He is wise in maintaining a broad, comparative outlook, on the assumption that many of those studying his report are in the position of being able to make a choice according to favouring prospects. He has not forgotten the many more, on the other hand, to whom under economic pressure, the question is not so much that of making a career as that of making a living. His book will be of practical aid to such, so long as they do not read it (as many foolishly do) as a book of its kind expecting it to supply them with addresses where posts await them ready made.

There is one line of inquiry—it might be pursued in an appendix—which we commend to the author for the greater usefulness of his book. Just as in considering the scale of living in relation to income, actual budgets are invaluable, so would be actual accounts of costs during the early years in the several careers, and it ought not to be impossible to supply them. There are not only the outlays in specialised education, fees, entrance, and the like to be set against remuneration; there are also those on clothes, sports club subscriptions, meals, railway fares, and many more, while living under the parental roof, and on lodging for those living away from it. These are all specially heavy for boys and girls in London, for whom especially, Sir Herbert's researches seem to have been made.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 20th, 1926.

Hongkong Bank	11,090 buy.
Do. London	2125 nom.
Chartered Bank	230 nom.
Maritime Bank A. & B.	2185 buy.
Do. C.	2185 buy.
P. & O. Bank	231 nom.
East Asia Bank	230 buy.
Canton Insurance	3255 buy.
China Underwriters	1150 nom.
North China Insurance	115. 145 nom.
Union Insurance	3235 nom.
Yantai Insurance	339 nom.
China Fire Insurance	1170 buy.
Hongkong Fire Insurance	330 buy.
Donghai	325 nom.
H.K. U. & M. Steamboats	325 nom.
Hongkong Tugs	321 sel.
Indo-China (Prof.)	338 nom.
Do. (Uet.)	340 nom.
Shell Transport	371 buy.
Star Line	321 nom.
Waterways	325 nom.
Oriental Navigation	325 nom.
China Sugars	323 buy.
Malayan Sugars	324 nom.
Benguet	311 nom.
Asian Mining A.	321 buy.
Langkate (combined)	321 buy.
Do. (single)	321 buy.
Shanghai Exports	321 buy.
Shanghai Loans	321 buy.
Railways	321 buy.
Iron Mines	321 buy.
Ural Caspian	321 buy.
H.K. & A. Wharves	321 buy.
H.K. & W. Docks	321 buy.
Hongkong	115. 155 buy.
New Engineering	115. 580 buy.
Shanghai Docks	115. 1.8 buy.
H.K. & S. Hotels	115. 70/94 sel.
Hongkong Land	321 buy.
Hongkong Realty (C.P.)	321 buy.
H.K. Territories (C.P.)	321 buy.
Humphreys Estates	321 buy.
Prince's Buildings	321 buy.
Rural Lands	321 buy.
Two Cottons	115. 105 buy.
Oriental	115. 310 buy.
Shanghai Cottons (old)	115. 32 buy.
Do. (new)	115. 27 buy.
Amesbury	321 buy.
Charter Loss	321 buy.
Cumtate (combined)	321 buy.
Do. (old)	321 buy.
Do. (new)	321 buy.
China Buses	115. 101 buy.
China Light (combined)	321 buy.
Do. (old)	321 buy.
Do. (new)	321 buy.
China Privileges	321 buy.
Construction	321 buy.
Dairy Farms	321 buy.
Der A. Wing (C.P.)	321 buy.
Hongkong Electric	321 buy.
Macao Electric	321 buy.
H.K. Developments	321 buy.
H.K. Buses (combined)	321 buy.
Do. (old)	321 buy.
Do. (new)	321 buy.
Hongkong Tramways	321 buy.
Law Draft	321 buy.
Macintosh	321 buy.
Peak Trams (old)	321 buy.
Do. (new)	321 buy.
Sincere	321 buy.
Taxis	321 buy.
United Asbestos	321 buy.
Watsons (old)	321 buy.
W. & F. Fowles	321 buy.
Singapore Franchise	321 buy.

buy—buyers; sel—sellers; ss—sales; nom—nominal.

**STREET SHOOTING AT
SHANGHAI.**

AMERICAN SEAMAN IN DOCK.

The case in which Thomas Baxter, an American seaman of the str. *President McKinley*, was charged with assault with a deadly and dangerous weapon came before Judge Milton D. Purdy at Shanghai on Thursday last.

Baxter, together with other foreigners, was arrested in a house in Jukong Road in the early hours of April 10th after he was alleged to have shot and wounded two ricksha coolies.

Sergeant W. H. Widdowson of Hong-kew station, who went to the house in Jukong Road at the request of Chapei police, who reported that some foreigners had shot and wounded two coolies said that when he looked through a window at the house he saw Phillips, dressed only in his underwear, loading a 45 Colt automatic. The police attempted to enter, at the same time telling Phillips to put down the weapon as he was dealing with foreign police. Phillips opened the door a little way and said, "If you come any closer I will blow off your heads."

"We telephoned for U.S. naval patrol, which was stationed at the Y.M.C.A.," the witness said. After the patrol arrived the men submitted to arrest. The 45 Colt was found beneath a bed mattress and the wall. Three live shots were in the magazine. Baxter denied having heard the shots fired, nor did he know anything of the incident.

The injured coolies called told the same story up to the time of the shooting. They identified both Baxter and Phillips, and said that Baxter fired several shots on Chapoo Road and that Phillips had used the weapon after they got to Jukong Road.

There was no altercation when the men left the ricksha, as they had both been paid.

Baxter, the first witness for the defence, said that he was 23 years of age and formerly a sailor in the U.S. Navy. Relating the story of his movements on the day of the shooting, he said that he came ashore in the afternoon and went to a restaurant on Jukong Road, later visiting several of the coolies along the street, where he danced and drank.

Witness then went to a cafe in the Western district and stayed until after midnight when he went to the French Concession where he met Phillips. On the way back Phillips fired three shots into the air. He had never been in possession of the weapon.

Finding prisoner not guilty, Judge Purdy said: "I am of the opinion that the wounds are not gunshot wounds. It should be beyond conception that Phillips should fire in such a manner as to barely scratch the leg or foot of both men. Phillips should surely be prosecuted. I have no patience with a man who will



TO-DAY ONLY

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Is it Fair to Ask One Woman to
Judge Another's Sin?

Who can answer? Who knows?

SEE

"THE WOMAN ON THE JURY."

CAST:

FRANK MAYO	SYLVIA BREMER
HENRY WALTHALL	MARY CARR
BESSIE LOVE	LEW CODY
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EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUBBY, April 19th.

To-day's exchange rates are as follow:

Paris	145
Brussels	132
Amsterdam	12.12
Berlin	20.42
Copenhagen	18.70
Vienna	34.50
Helsingfors	193
Lisbon	21
Bombay	1/5
Hongkong	2/2
Buenos Aires	45
New York	4.86 3/16
Geneva	25.10
Milan	120.85
Stockholm	18.15
Oslo	22.16
Prague	33.68
Madrid	33.68
Rio	67
Shanghai	2/104
Yokohama	1/113
Silver (spot & forward)	23.5/16

MILK—

There's health and
strength, recuperation
and invigoration in a
bottle of SIMONDS'
MILK STOUT—and
very nice, too. Nu-
tritious and creamy—
you'll remember the
"first to-day" if its
SIMONDS' MILK
STOUT.

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PILLS**
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for Spring and Summer is
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Aertex Cellular, B.V.D. are included
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Vests, Drawers and combination suits.

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LATEST MODELS

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EXCEPTIONALLY LOW PRICES.

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FROM \$95.00

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CURTAIN MATERIALS AT WHITEAWAY'S



THE "STANDARD" CASEMENT CLOTH.

This cloth is made of
strong yarn and is specially
adapted for all furnishing
purposes. 48 inches wide.
All colours.

\$1.00 yard.

THE "DELBETA" CURTAIN NET.

The name "DELBETA" is a guarantee that the
fabric is made and finished by the most modern methods.
Only the best yarns procurable are used and for wearing
qualities cannot be excelled. In Old Gold, Gold Fawn,
Rose, Flame, Green, Blue at

45 inches wide \$1.95 and \$2.95 yards.

SEE SPECIAL WINDOW DISPLAY.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

LOCAL SPORT.

LAWN TENNIS.

THE CHAMPIONSHIPS.

Hopes are entertained of a re-start
to-day of the Hongkong Cricket Club
Tournament, which includes both the
Singles and Doubles Championships of
the Colony, after more than ten days
interruption owing to bad weather con-
ditions.

It is expected that most of the courts
will be occupied this afternoon, but up
to the time of writing last evening, only
three matches had been fixed, viz.:

OPEN SINGLES.

3rd round:—H. Lo v. T. Akiyama.
2nd round:—W. B. Cornaby v. C. W.
Willson.

OPEN DOUBLES.

1st round:—E. C. Fincher and E. F.
Fincher v. Yew Man Kit and C.
W. Cheng.

The Open Doubles match will probably
attract most interest. The Fincher bro-
thers should begin with confidence since
they have won over Yew Man Kit and
Ho Ka Lau, who usually beat Yew Man
Kit and Cheng in practice, but the
latter pair can be depended upon to play
their best to avenge the defeat of their
club mates by their opponents. The
winners will meet H. D. and S. A. Bum-
jahn.

The Open Singles between H. Lo and
Akiyama will also attract a great deal
of attention. It will be remembered that
both players obtained unexpected wins
over their opponents in the previous
round. H. Lo's win over H. D. Bum-
jahn in straight sets is, perhaps, one
of the most surprising this season, while
Akiyama secured a five set win over the
ex-champion S. E. Green. Akiyama no
doubt will be backed to-day by the
M.B.K. staff and other local Japanese.

THE LEAGUE.

WITHDRAWAL FROM "A."

Owing to a clerical mistake on their
part, the Club de Recreo were entered
for the "A" and "B" Divisions, but
have since been granted withdrawal from
the former Division and placed into the
"C."

All matches with the Recreo in the
"A" Division have, therefore, to be
scratched and the following is a supple-
mentary list of fixtures for the "C"
Division:

24th April: Chinese R.C. v. Club de
Recreo.

1st May: Club de Recreo v. Taikeo.

8th May: Craigengower v. Club de
Recreo.

15th May: Club de Recreo v. Kowloon
C.C.

29th May: Club de Recreo v. Hong-
kong C.C.

5th June: Club de Recreo v. Chinese
R.C.

12th June: Kowloon C.C. v. Club de
Recreo.

19th June: Hongkong C.C. v. Club de
Recreo.

26th June: Taikeo v. Club de Recreo.

3rd July: Club de Recreo v. Craigengower.

Two of the most experienced players
for the United Services Recreation Club
will be away for the League matches,
viz., Col. Russell Brown, who is leaving
for North China before the week end,
and Major Hattersley Smith, who is
already away from the Colony.

GOLF AT KOWLOON.

INTER-HONG MATCH.

A series of inter-hong golf matches
have been arranged. The first was play-
ed on Sunday over the Kowloon Golf
Course between Kowloon Docks and the
Dairy Farm, Ice and Cold Storage Co.,
Ltd.

The match was six-a-side, singles
being played in the morning and four
ball foursomes in the afternoon. The
Docks Co. won the match by 2 points.

The scores were as under:

SINGLES.	
Docks Co.	
E. Cook	0
J. S. McIntosh	0
J. B. Hamilton	0
S. Gray	1
J. O. McLaggan	1
G. Duncan	1
Total	3

Dairy Farm.	
A. Stevenson	1
D. W. Alltree	1
D. Hazel	1
D. L. McWhirter	1
H. Page	0
J. D. Thomson	0
Total	5

FOURSOMES.	
Docks Co.	
E. Cook and J. S. McIntosh	0
J. B. Hamilton and S. Gray	2
J. O. McLaggan and G. Duncan	2
Total	4

Dairy Farm.	
A. Stevenson and E. W. Alltree	2
D. Hazel and D. L. McWhirter	0
H. Page and J. D. Thomson	0
Total	2

Grand total	
Docks Co.	7
Dairy Farm.	7

RIFLE COMPETITION.

VOLUNTEERS AT MINIATURE RANGE.

On Monday evening, the veterans and
recruits of the Armoured Car and Mount-
ed Infantry Companies, held a shooting
competition at the miniature range. The
prizes were two silver spoons.
Company-Sergeant-Major Charles won
in the veteran class with 87 points, and
of the recruits, Pte. E. Zimmerman won
with 45 points.

FOOTBALL.

SHIELD FINAL RE-PLAY.

The following team has been selected
to represent Kowloon v. Surrey in the
re-play of the Shield Final to-day at 4.30
p.m., on the Hongkong Club ground:—
Avery; Wheeler and Read; Turner,
Cavell and McKelvie; Duncan, Spary,
Sims, Mason and Hayes. Reserves:
Sibley and Guest.

The game starts at 4.30 p.m. on the
Hongkong F.C. ground.
The referee will be Mr. Atkinson and
the linesmen Messrs. Smith and Morlett.

THE "TREVESA" TROPHY.

FIFTH RACE TO TAKE PLACE THIS AFTERNOON.

The fifth race for the "Trevesa"
Trophy is down for decision, under the
auspices of the Royal Hongkong Yacht
Club, this afternoon. The start is timed
for 4 o'clock.

The course will be as follows:—Start
from Channel Rocks, past Kowloon Rock
(P), mark boat off Yacht Club (S), Cust
Rock Gas Buoy (P), and finish at the
Yacht Club across a line from West to
East.

Up to last evening the following entries
had been received:—
The Indo-China Steam Navigation Co.
have entered one boat each from the s.s.
Hin Sang, s.s. *Chung Shing* and s.s.
Ho Sang.

The China Steam Navigation Co. have
nominated two boats from the s.s. *Taikeo*
and *Wan Yi*.

The Java-China-Japan-Lijn are relying
upon four boats from the s.s. *Tjandari*,
s.s. *Tjikembang*, and s.s. *Van Oer-
straten*.

The conditions are post entries, so
that further competitors may be expect-
ed.

The officers of the day are Mr. E. W.
Carpenter (Commodore, R.H.K.Y.C.),
Captain W. Davidson (Rear-Commodore,
R.H.K.Y.C.), and Commodore A. J. B.
Stirling, C.B., R.N.

Arrangements are in the hands of Mr.
F. Oliver (Hon. Secretary, R.H.K.Y.C.).
A launch will leave Queen's Pier at 3
o'clock to accommodate those who wish
to witness the race.

HISTORY OF TROPHY.

The "Trevesa" Trophy, a silver life-
boat, with sail, was presented by a
local yachtsman in recognition of the
meritorious conduct of the officers and
crew of the s.s. *Trevesa* and with the
object of fostering an interest amongst
the Mercantile Marine in the handling
of ships' boats.

The s.s. *Trevesa*, it will be recalled,
was lost between Australia and Africa in
June, 1923. Two life-boats, with the
entire crew on board, left the ill-fated
vessel under command of Captain Foster.
The boats travelled 1,700 miles, one
reaching Mauritius and the other
Rodriguez Is.

The Trophy is to be competed for twice
annually and is open to life-boats from
any ship in the port of Hongkong on the
day of the race, whose owners have
officers here.

HOCKEY.

The following will represent the Club
against the 5/2nd Punjab at the Marina
on Friday at 5.30 p.m. in colours:—F. N.
Nicholls, J. Wedlake, W. G. Gerrard, A.
S. Hett, E. J. R. Mitchell (captain), L.
L. Ralph, M. D. Gurry-Hoare, B. R.
Forster, E. D. Lawrence, B. D. Evans
and G. L. Lammert.

V.R.C. SPORTS.

MEETING IS POSTPONED UNTIL MAY 8th.

The Victoria Recreation Club's Athletic
Sports, which were to have been held
on Saturday afternoon, have now been
postponed until Saturday, May 8th.

A. R. C. Witter, Hon. Secretary of
the V.R.C. and the moving spirit in
arranging the meeting, stated yesterday
that the Committee had agreed to the
postponement for two reasons.

Firstly by extending the date it was
hoped to obtain more representative
entries. Secondly, it was felt that the
wet weather of the past few weeks had
militated against training and, to a great
extent, had been responsible for the small
number of entries received.

Under the new conditions, entries will
remain open until 6 p.m. on Monday,
May 3rd.

VOLUNTEER SPORTS.

SOCCER TO BE TAKEN UP.

The annual meeting of the Hongkong
V.D.C. was held at Volunteer Headquar-
ters on Monday evening.

It was decided to hold the annual
sports on the first or second Saturday
in October.

A cup was also promised for competi-
tion amongst the various companies for
Soccer football, to be competed for an-
nually.

The following committee was appoint-
ed to see to the sports arrangements:—
Chairman, Capt. H. L. Dowbiggin; Hon.
Secretary, R.Q.M.S. W. E. Hollands;
Treasurer, Sergt. Pett; Committee:—
Sergts. McNamara, Cair, Faulkner,
Mitchell, and Owen Hughes.

LADIES' GOLF.

FRIDAY'S COMPETITION AT DEEP WATER BAY.

On Friday afternoon there will be a
tombstone competition for members of
the Ladies' Section of the Royal Hong-
kong Golf Club played over the Deep
Water Bay course.

At five o'clock, Mrs. A. Denison, who
is shortly leaving the Colony, and who
has given the prizes for this competition,
will present them to the winners. Mrs.
Denison also put up a prize sometime
ago for an electric competition, played
at Deep Water Bay, and she will present
this at the same time.

KAIPING HOUSEHOLD COAL

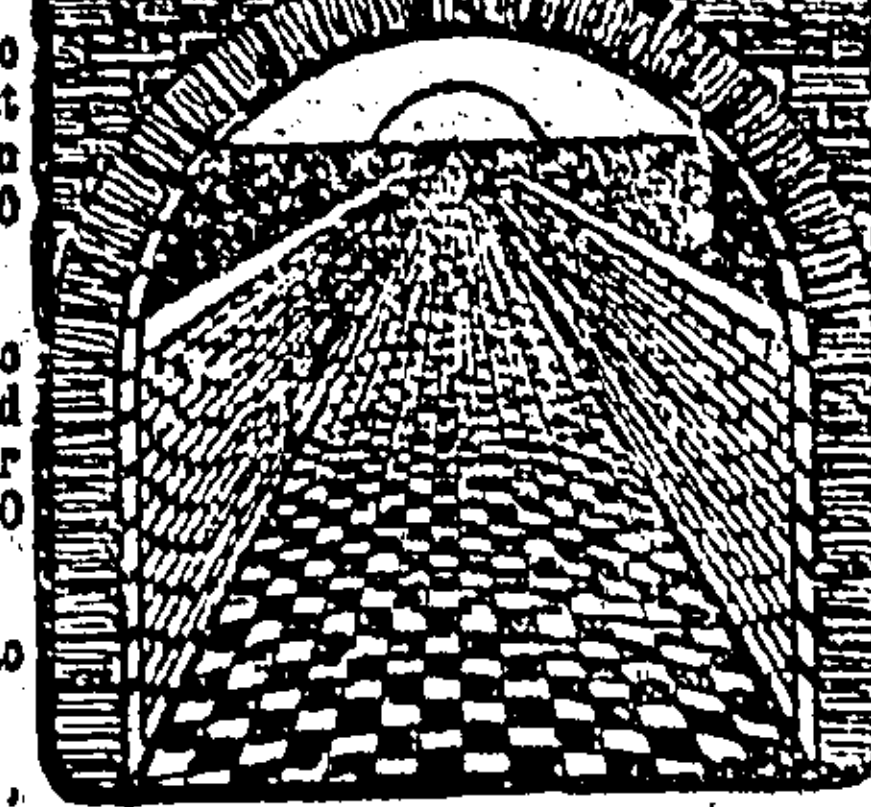
In Lots of not less than 1-ton:—

Note Reduction in Prices.

Delivered to Peak District (above Bowen Road), \$24.00 per ton.

Delivered to Bowen Road and Lower Levels, \$22.00 per ton.

Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hongkong.

SAUCISSON D'ARLES.

FRESH STOCK JUST ARRIVED.

Delicious with Butter as Hors-d'œuvre.
Prices ranging from \$1 to \$2.

MAGASIN GENERAL.

[101]

HIGH-HANDED ACT.

TROOPS AND PICKETS CLASH IN MACAO.

Reports from Macao received in the
Colony yesterday, give details of a clash
which occurred there between Portuguese
troops and Chinese strike pickets on
Saturday.

It appears that two sampans, each with
ten passengers from Tong Ga, were ap-
proaching Kwan Jo, which is near Macao,
when they refused to stop, on being hail-
ed by some pickets. The sampan men
made hastily for the shore, so as to land
their passengers, when the pickets tried
to intercept them. The passengers, how-
ever, had a good start and hastened for
the Barrier, where a number of Portu-
guese soldiers were on duty. They
succeeded in reaching safety before the
pickets, who were armed with rifles, were
close enough to open fire. They, how-
ever, began shooting at the soldiers and
the latter replied. The Chief of the
Police with more troops hurried to the
scene, and the strikers retreated.

Three Portuguese soldiers and one
woman pedestrian were wounded. It is
also stated that one of the sampan men
was shot dead.

The passengers on the sampans includ-
ed a number of Chinese who had been
for some time desirous of leaving the
locality, but had been refused permits
by the strikers because they could not
pay the necessary fees.

ANOTHER BOMB CASE.

DISCOVERY IN YEE WO STREET.

Three Chinese living at No. 24, Yee
Wo Street, Causeway Bay, were charged
before Mr. R. E. Lindsell at the Central
Magistracy yesterday, with possession of
a bomb.

Sub-Inspector Field stated that the
bomb was discovered when the police
raided the house, on Saturday. He said
that he had been instructed to ask for
a formal remand.

The case will be heard on Friday morn-
ing.

EASTERN HOTEL THEFT.

ALLEGED LARCENY FROM A FRIEND.

Before Major Willson at the Central
Magistracy yesterday, a Chinese was
charged with the theft of \$10,800 from
a room at the Great Eastern Hotel. The
money belonged to his friend, a Chinese
diamond dealer, with whom he had pre-
viously stayed at West Point. The theft
occurred on Friday last, and the money
was recovered on Monday, defendant
having been arrested the same day.

No evidence was taken, and defendant
was remanded for three days in police
custody.

DEATH OF LADY BLAKE.

WIDOW OF FORMER GOVERNOR.

A Reuter's cable announces the death
at Youghal, Ireland, of Lady Blake, widow
of the late Sir Henry Blake, who was
formerly Governor of Hongkong.

Lady Blake was a daughter of Bernal
Osborne a well-known Irish politician.
She married the late Sir Henry Blake
while he was in the Irish Constabulary.
Sir Henry Blake was Governor of Hong-
kong from 1898 to 1903, and Lady Blake
spent those five years in the Colony with
him. Both Sir Henry and Lady Blake
succeeded in an eminent degree in win-
ning the high regard of the Chinese com-
munity who petitioned unsuccessfully for
the prolongation of their stay in the
Colony. Lady Blake is remembered as
an active supporter of Mrs. Archibald
Little's anti-footbinding crusade.

Sir Henry Blake was transferred from
Hongkong to Ceylon and retired from the
Colonial Service in 1907. He died in
February 1918 at his home Myrtle Grove,
Youghal, where Lady Blake has now
passed away.

While they were in Hongkong their
daughter, Olive, was married at St.
John's Cathedral. A son paid his par-
ents a visit from Australia about the
same time.

It will be recalled in connection with
the demise of Lady Blake, that about a
year ago, upon her instructions, the an-
cient gates of the village of Kam Tin
which since the British took over the
New Territory, had adorned Sir Henry
and Lady Blake's estate at Youghal were
returned to the village and re-erected on
the site they formerly occupied, to the
great satisfaction of the Elders of the
Tang Clan and as a tribute to their
loyalty and good feeling towards the
British Empire during the past quarter
of a century.

A TRAGIC DEATH.

SUBMARINE COMMANDER'S FATE AT PENANG.

The death has occurred under tragic
circumstances at Penang, of Lieut.
William Leslie Berridge, R.N., in com-
mand of submarine L.15, attached to
H.M.S. *Ambrose*.

The deceased had, on the 9th instant,
been diving from the chute at the Penang
Swimming Club when he struck the mud
and broke his neck. He was at once
conveyed in a motor-car to the General
Hospital where he received every atten-
tion, but his condition was hopeless from
the first and he expired shortly before
noon next day.

WEATHER REPORT.

Last night's weather report, forecast
and remarks by the Royal Observatory
said:—The depression is now crossing
the Northern part of the Sea of Japan.
An anti-cyclone appears to be forming
over N.E. China and a depression over
Tongking.

Local forecast: E. winds, moderate,
overcast, probably rain later.

SANITARY BOARD.

THE REPULSE BAY BEACH QUESTION.

HIGH COST OF VACCINES CRITICISED.

Several important matters of much public interest came up at yesterday afternoon's meeting of the Sanitary Board.

Dr. W. V. M. Koch asked the Head of the Sanitary Department an important question, bearing on public health, concerning the sanitary supervision exercised over a small village composed of squatters' huts in the Pokfulam district, which he claimed was in a most insanitary condition, and constituted a danger to the Dairy Farm and a nuisance to the residences in the neighbourhood.

Dr. Koch also had two motions standing in his name. One dealt with the necessity for lavatories and sanitary conveniences at Repulse Bay "Bathing Beach," which Dr. Koch referred to as sometimes being called the Monte Carlo of the East, but which he thought gave one the impression of a seaside village in Malaya or the Philippines.

His second motion requested the Government to revise and reduce the present high prices charged for vaccines, sera, etc., and the high and inordinate cost of these was criticised and condemned in view of their great benefit, from a health point of view, to the community in general.

Those present at the meeting were Mr. N. L. Smith (President), Mr. H. T. Creasy (Director of Public Works), Dr. W. V. M. Koch, Dr. J. C. MacGown, Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. W. W. Pearce (Medical Officer of Health), Mr. R. A. D. Forrest (Secretary) and Dr. A. G. M. Severn (Assistant Medical Officer of Health).

A SQUATTERS' VILLAGE.

Dr. Koch, pursuant to notice, asked:— "Will the Head of the Sanitary Department state what supervision is exercised over a small village in a deep bay under Villa Miramere in Pokfulam composed of squatters' huts which shows signs of rapid growth, and is at present in a most insanitary condition constituting a danger to the Dairy Farm, and a nuisance to the residences in the neighbourhood?"

The President, replying, said this village at Telegraph Bay had been there for over 50 years and it appeared to have increased considerably during the past three or four years. There were now about 300 to 400 inhabitants there. The sanitary supervision in this village was so inconsiderable that it was hardly worth mentioning. An anti-mosquito gang visited there from time to time and an inspector visited the place whenever a licensed premises had to be inspected. The fact was that it had been left without any real sanitary supervision, and the same was also true with regard to a number of other villages in the Island. This did not mean, however, that there had been any neglect on the part of the Sanitary Department, because it appeared to have been the deliberate policy of the Board in the past to make no attempt to impose the letter of the law on such villages. Certain by-laws, such as the lighting and ventilation, and scavenging and conservancy by-laws, did not apply outside the Urban area.

The scavenging and conservancy by-laws only applied to such villages as Aberdeen, Stanley, Tylam, etc. All the outlying villages, such as Shek O had no scavenging contract, and no conservancy contract. If the Board desired to alter the existing conditions, it was perfectly open for them to do so. If the members would look at nuisances under Section 23 of the Ordinance, they would, he thought, agree that hardly any case could be brought for prosecution against villages of the description referred to. Still less would it be possible to impose the letter of the law with regard to such things as lighting and ventilation, etc. If it were not possible to make this village conform with the law, he suggested that residents who had built houses near it should ask the Government to remove the village. He had no doubt but that this would be given due consideration.

PROTECTION FROM NUISANCES.

Dr. Koch: Can squatters go there and just complete a matshed and live there without permission?

The President replied that he had not had time to look this up fully. A squatter was a technical term. He could not tell off-hand who had the title to squatters and who had not.

Dr. Koch: I suppose it is known that night soil is collected from neighbouring houses and dumped there? There is a cess pool there and it is never flushed. In view of your explanation I need hardly say any more, but I think that it is time that the Sanitary Board exercised more supervision. I think there should be some sort of protection from nuisances, apart from which there is the big question of the Dairy Farm, which is one of the biggest assets of the Colony.

Dr. Koch proceeded to deal with the danger of mosquitoes and flies from the proximity of this village to the Dairy Farm and thought it would be well if the Sanitary Department took action with regard to these near-by villages of the description referred to. These places ought to be looked after.

The President suggested that a small sub-committee of the Board be appointed to consider how far any action was possible.

The matter then dropped.

THE BATHING BEACH.

The next matter of interest was the following motion in Dr. Koch's name:—

"This Board would respectfully urge upon the Government the necessity that exists for the provision of lavatories and sanitary conveniences at the Bathing Beach."

The President suggested that the Board go into Committee to discuss the matter before it was moved.

This was done and during the discussion the motion was amended.

Prior to proposing an amended motion, Dr. Koch said: After the answer I received from the Head of the Sanitary Department regarding the sanitation of this beach, I thought it but right that some attempt should be made to clean it up. I am not aware whether it is the intention of the Government to allow these matsheds to be kept on for an indefinite period, but I should have thought that it would be more consistent with the amenities of the place if they were all condemned.

THE IMPRESSION CREATED.

At present they give one the impression of a seaside village in Malaya or the Philippines, and do not add to the picturesqueness of what is sometimes claimed to be the Monte Carlo of the East, if they do not actually detract from the beauty of the surroundings. One hesitates to offer suggestions, but why cannot this beach be cleaned up and laid out something after the style of beaches in England or foreign watering places? Any other nation possessing a beach with these surroundings would have converted it into something beautiful. Look at Tsingtao, look at Port Arthur. We, however, are slaves of the utilitarian and cannot combine the picturesque with it. It is a national failing, I am afraid.

INSANITARY STATE OF AFFAIRS.

If we are to allow these matsheds, then I think the Government should provide proper accommodation for latrines, lavatories, etc. As things are, a very insanitary state of affairs exists which I need not detail, but which is evident to any visitor. This is not only offensive from an aesthetic point of view, but is dangerous from a health point of view also, and it tends to the breeding of flies which are known to be carriers of disease.

Dr. Koch then moved:— "That in the opinion of this Board additional latrine accommodation at Repulse Bay is necessary, and should be erected on Crown land and on a convenient site near the existing matsheds, with three seats for men and three for women, with suitable urinal and lavatory accommodation, and quarters for a caretaker."

This motion was carried unanimously. The next motion standing in Dr. Koch's name was as under:—

"This Board respectfully requests that the Government will be pleased to revise and reduce the prices of Vaccines, Sera, Calf Lymph and Antitoxins; and also the Fees for Blood examinations."

Before proposing this, Dr. Koch made a short statement dealing with the question of public health as regards the motion. He said: Public health is a matter of public concern, for the economic loss to the State and to the individual by sickness or epidemics is enormous. Therefore, every government must be prepared to facilitate measures for combating and preventing not only epidemic disease, but cases of sporadic disease, and even ordinary illness. There are two ways of doing this. By preventing the disease and by treating it, and among the means at our disposal are blood examinations and the use of vaccines, sera and anti-toxins. The Government have recognised the importance of diagnostic examination in the case of typhoid fever and diphtheria, the examination for which is done free in the Bacteriological Laboratory. But other infective diseases which have to be determined by a blood examination are charged for. Why should this be so? Then, also the preparation of special antigenous vaccines is charged for at a high rate, and so are ordinary stock vaccines. These high rates tend to deter patients from availing themselves of the benefits which should not be the case. I maintain that so long as the Government makes no loss they should reduce these prices. The Bacteriological Laboratory is not established, I take it, as a money making department for the Government, and even if it is worked at a small loss, it is for the benefit of the community, and no hindrance should be placed on its usefulness. The result of these prices is that vaccines, etc., are got cheaper from the States and from Japan. There seems to me no reason why they should not be made here at a cheaper rate. Then increased sales would benefit the department and the cost of making would not be increased.

With these remarks, Dr. Koch moved the resolution.

AN INORDINATE CHARGE.

Dr. MacGown seconded, and in doing so, said that he thought it was most important that these prices should be reduced. Vaccines and sera came under the heading of preventive medicine. At the present time one example of the inordinate charge was the fee of \$25 for diagnosis for a certain disease. He thought this should be able to be done for nothing, as in the case of typhoid fever and diphtheria, for the diagnosis of which no charge was made. If one had a bite from a dog one was inoculated free at the Government Civil Hospital, but private practitioners had to make a charge of \$50. Many patients could not spare the time to attend the Government Civil Hospital twice a day, and that they had to pay \$50 seemed to him to be deplorable.

The motion was carried unanimously.

"SPHERES OF INFLUENCE."

LIMITING ACTIVITIES OF BOLSHEVICS IN KWANGTUNG.

[FROM OUR CHINESE CORRESPONDENT.]

The Bolsheviks and non-Bolsheviks in the Kuomintang have apparently come to a mutual understanding under which the Bolsheviks will limit their activities to certain defined spheres. The Bolsheviks, under the name of Commission of Militia, people's volunteers, have just issued 16 regulations governing the formation of armed forces, among the local inhabitants. By these regulations, if honestly carried out, the country people, it is said, will not only receive training in military but also in political science which should help them in local self-government and in the performance of civic duties.

Under the auspices of the Kuomintang Peasants' Leagues, a department directed by Bolsheviks, a convention of farmers will be held on May 1st at Canton, in connection with the coming labour conference which will be in session about the same time. The Kuomintang expect that this convention will be attended by 300 farmers representing, they say, some 800,000 members of the Peasants' Leagues throughout the Province of Kwangtung.

With the resignation of M. Remy, a Russian, as Director of Kuomintang Aviation Bureau in Canton, every government department is now free of direct Soviet control. The Russians remaining in Kuomintang service are all acting as advisers and experts only.

CANTON-HANKOW RAILWAY.

DIFFICULTY IN MAINTAINING FULL SERVICE.

[FROM OUR CHINESE CORRESPONDENT.]

As already stated the military operations along the line beyond Yingtak Station on the Kwangtung section of the Canton-Hankow Railway are preventing the full running of the trains.

The anti-Red sympathizers above Yingtak, who endeavoured to prevent troops of the Kuomintang 2nd Army from going to Hunan to assist opponents of Wu Pei Fu, are being defeated, according to reports reaching the Kuomintang Headquarters at Canton. On April 18th, the Reds succeeded in capturing the Pepsa Hill, but the casualties comprised nearly 100 officers and men. More than 80 shells, and upwards of 50,000 rounds of ammunition were fired. Some of the villages around Pepsa Hill were partially destroyed.

The management of the railway does not appear to be an enviable task under present conditions. It is pointed out that out of the \$2,400,000 annually expected in traffic receipts, more than \$1,000,000 goes towards military contributions. The management intended to reserve some \$365,000 a year for improvements, but it has been impossible to do this owing to the frequent interruption of the service, which has meant a loss of \$5,000 to \$6,000 a day.

Although the line is a little over 400 li, less than 140 miles long, it is now employing 3,500 men, besides policemen. According to latest figures, the pay rolls for the different departments, monthly, are as follows:—Traffic, \$38,000; locomotive, \$86,000; works and maintenance, \$44,000; police, \$5,400; office staff, \$15,000; inspectors, \$800; medical department, \$4,000; and miscellaneous, \$8,000.

It requires 2,200 tons of coal monthly to operate the trains, costing about \$50,000. Formerly the officials in charge received a commission or rebate of three dollars a ton for coal bought, but the present managing-director says he has cut this "squeeze" off.

HARBOUR THEFT.

RICE PILFERERS SENTENCED.

A sequel to the arrest of three Chinese women on board a sampan loaded with rice on Monday night, was heard at the Kowloon Magistracy yesterday, when the women were charged with having stolen the rice from the s.s. Kwong Tung. Two sampan men were charged with receiving stolen property.

The three women admitted having taken the rice from the s.s. Kwong Tung, but pleaded that it had been swept off the deck.

Each was sentenced to two months' imprisonment.

The two men stated that they were taking the rice ashore on instructions from the women. They admitted, however, that they knew that the rice had been obtained from a ship in harbour. One of the defendants had been previously convicted for a similar offence. He was sentenced to four months' hard labour. The second defendant was sent to prison for two months.

A CHINESE VISITOR TO HONGKONG.

HOW THE CHINESE MERCHANT VIEWS THE SITUATION.

Mr. Wang Kok Shan, general manager of the Chung Hua Steel Products Company of Shanghai, is now a visitor in Hongkong, after an absence of many years. Mr. Wang, elder brother of one of China's ex-Premiers, Dr. Wang Chung Hui, now Chairman of the Peking-Chinese Judicial Commission, was an old Queen's College boy and his parents used to be in Christian service ministry among the earlier generation of Chinese Christians in Hongkong.

"China is economically over-populated," according to Mr. Wang, when chatting with a representative of the Daily Press. "That is to say," he added, "the Chinese have not yet been able to develop their vast resources to support themselves." Mr. Wang believes that the merchants in China to-day hold the key to the salvation of China. When China's resources are properly developed and everybody is able to make a living, he says, there will be no more internal warfare. Mr. Wang thinks that civic activities now being taken by merchants for the welfare of the country should go hand in hand with the promotion of industries.

Mr. Wang, in fact, is putting his belief into practice. He is now on his way to Java by way of Manila, Singapore, and other ports to extend his business. Mr. Wang was for many years president of the National Committee of the Y.M.C.A. in China.

Mr. Wang attributed the present trouble in China to the large number of professional politicians and officials, who are looking towards political life for a living and fighting one another merely for office of gain.

Mr. Wang is optimistic over the future of China, mentioning a large number of enterprises in Shanghai and other parts of China which are considered as successful to-day, notwithstanding the chaos in government and administration.

The Chinese Press of Shanghai, Hongkong, and other ports, despite many difficulties, are helping the country at large very much, says Mr. Wang, when referring to the influence of the Press in political reforms, and in checking corruption in government and official circles.

Mr. Wang Kok Shan was born in 1872 in Kwangtung and was educated first at home and then entered Queen's College in Hongkong. After graduation he was appointed a teacher in the Peiyang University of Tientsin in 1893. Later he gave up teaching work and became agent of the Chinese Engineering and Mining Company at Tientsin in 1899. In 1902 he was awarded the brevet rank of *Taotai* by the Peking Government. In 1903 he was appointed Commissioner of the Canton-Hankow Railway and in 1905 was appointed to the corresponding position on the Shanghai-Nanking Railway. In 1908 he became commercial manager of the Han-yeh-ping Iron and Coal Company and in 1918 was appointed commercial manager of the Yangtsze Engineering Works at Hankow.

Mr. Wang has two brothers now in Hongkong—Professor C. Y. Wang of Hongkong University, with whom he is now sojourning while in Hongkong, and Dr. C. H. Wang, a well-known local physician and one of the members of the University Faculty.

AN ANCIENT VILLAGE.

THE BREAKING UP OF A CLAN.

CHINESE HAMLET IN WONG-NEI-CHONG DEMOLISHED.

A number of houses in Wong Nei Chong village were demolished yesterday by a gang of coolies under the supervision of the police, and officers of the P.W.D. The houses had been condemned as unsanitary.

Notice that the demolition was to take place was given to the inhabitants on Saturday, but not until the last minute did the people carry their few belongings away. The removal took very little time, since each house was only of one floor, and there was little room for the stowing of property.

A few years ago a disastrous flood caused considerable damage in the village, and several houses collapsed. One house was destroyed by floods last year, and the place was considered dangerous.

The people will not lose anything, since the Government has promised that they will not be homeless. In fact, during the last few months, a number of the smaller owners had been paid at Government expense to live away from their homes. These people are of a clan which migrated to Hongkong a very long time ago, and some claim that their families have lived there for three hundred years.

CHEESE

IN GREAT VARIETY TO SUIT ALL TASTES.

Finest English Cheddar	-	per lb.	\$1.20
Ripe Blue Gorgonzola	-	"	1.20
Selected Roquefort	-	"	1.20
Real Swiss Gruyere	-	"	1.60
American Cheddar	-	"	.80
" " Loaf	-	"	.90
Pimiento Cheese	-	per pkt.	.55
Crustless Cheshire	-	per box	.95
" Cheddar	-	per box	.95
American Kraft	-	per 1 lb. tin	1.25
" " "	-	per ½ lb tin	.65

LANE, CRAWFORD, LTD.
PROVISION SPECIALISTS.

It is essential for the future prosperity of trade in Hongkong and South China, that there should be increased co-operation between Foreign and Chinese business firms.

THE HONGKONG EVENING POST.

THE ONLY CHINESE EVENING PAPER.

is the best field for enterprising Foreign Firms who wish to make their goods known amongst Chinese Firms of the highest standing.

All information regarding Advertisements from—

THE ADVERTISING and PUBLICITY BUREAU.

Alexandra Buildings. Tel. C. 30.

[A.P.S.]

[108]

ENGLISH RECORDS.

SYMPHONY FANTASTIQUE
(BERLIOZ)TWELVE PARTS—SIX RECORDS
IN ART ALBUM

BY THE LONDON SYM ORCHESTRA

AT
ANDERSON'S.

SOCIETY OF ST. GEORGE.

THEATRE ROYAL

A VOCAL AND INSTRUMENTAL CONCERT.

ST. GEORGE'S DAY.

APRIL 23rd, at 9.15 p.m.

Members can book at Moutrie's from Saturday, April 17th and April 19th and 20th.

Booking for the Public opens on April 21st.

SEATS:—\$3, \$2 & \$1.

[1412]

NEW ADVERTISEMENTS

NAVY LEAGUE (HONGKONG BRANCH).

THE ANNUAL GENERAL MEETING of the above will be held in the CITY HALL (Old Chamber of Commerce Room), on TUESDAY, 27th inst., at 5.30 p.m.

[3471]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3472]

NOTICE.

H. SCOTT & CO.

DURING the Absence of the Undersigned from the Colony the above Firm will be under the Management of Mr. E. H. MELBYE, G. E. WETTON. [3473]

HONOURABLE ARTILLERY COMPANY.

A DINNER will be held on FRIDAY, 23rd APRIL, and any Old Member of the Regiment wishing to Attend should communicate with the Hon. Secretary, H. OWEN HUGHES, c/o HARRY WICKING & Co. [3459]

TREVESA TROPHY.

THE 5th Race for the TREVESA TROPHY will take place on WEDNESDAY AFTERNOON, APRIL 21st, starting from CHANNEL ROCKS at 4 p.m. Visitors are cordially invited and a launch will leave QUEEN'S PIER at 3 p.m. for the use of those wishing to follow the Race. F. OLIVIER, Hon. Sec. R. H. K. Y. C. Hongkong, April 19th, 1926. [3470]

HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at HARRY VALLEY on SATURDAY, 1st MAY, 1926, commencing at 3 p.m. The First Race will be at 3.30 p.m. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LESTER & DAVIS at \$5 each up to FRIDAY, 30th APRIL. The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3467]

EXHIBITION OF WATER COLOURS AT KOMOR & KOMOR, ALEXANDRA BUILDING.

THIS being the LAST EXHIBITION in Our Present Art Rooms before Removing to Our New Premises. A Special Selection of Pictures by the Best Artists of Japan will be Shown. Prices Ranging from \$2 to \$35. The EXHIBITION is Open from 9 a.m. to 5 p.m. for TEN DAYS ONLY. A Cordial Invitation is extended to all Lovers of ART.

KOMOR & KOMOR, Oriental Art Experts, Des Voeux Road, Hongkong.

[3460]

WANTED.

COMPRADORE in Shipping Office in CANTON, must have Good References and Strong Guarantee. Good Salary and Commission for the Right Man. Also TWO CHINESE SHROFFS to Take Charge Launch to Receive the Money for Freight from WUWON to CANTON and HONGKONG. MUST have Good References and also Strong Guarantee. Good Salary for the Right Man. Apply Box No. 3461, c/o Hongkong Daily Press Office. [3461]

PREMISES TO LET in the DAIRY FARM BUILDING, PARKING STREET, East Point. Floor Area: 5,835 Sq. Ft. Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3356]

OFFICE TO LET.

In ALEXANDRA BUILDINGS. Apply— SECRETARY, A. S. WATSON & Co. Ltd. [3092]

PREPAID "WANTED" ADVERTISEMENTS

TO LET—FLATS with all Modern Conveniences at MACDONALD ROAD. Apply—YALIE BROS., Ltd., 5, Dalziel Street. [119]

TO LET—In HAPPY VALLEY a BED ROOM for Sing's Man, Furnished or Unfurnished with Bath and Breakfast. Write Post Office Box 6-9. [200]

INTIMATIONS

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE FORTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Manager, Pedder Street, on THURSDAY, 23rd APRIL, 1926, at Noon, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from 8th to 22nd APRIL, 1926, both days inclusive. JARDINE, MATHESON & CO., LTD., General Agents. Hongkong, 26th March, 1926. [3372]

THE SIMPLEX PLASTER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL ORDINARY GENERAL MEETING of the Company will be held at their Registered Office, 2nd Floor, POTTER'S BUILDING, on THURSDAY, 23rd APRIL, 1926, at 2 o'clock in the Afternoon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the Year ended 31st DECEMBER, 1925.

The REGISTER OF SHARES of the Company will be CLOSED from the 15th to the 22nd APRIL, 1926, inclusive. THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD., General Managers. [3446]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL ORDINARY MEETING OF SHAREHOLDERS OF CHINA UNDERWRITERS, LIMITED, will be held at the Office of the General Managers, Messrs. SHEWAN, TOMES & Co., St. George's Building, Chater Road, Hongkong, on MONDAY, the 26th DAY OF APRIL, 1926, at 11 o'clock in the Forenoon, for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the Year ending 31st DECEMBER, 1925, and of electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 19th APRIL 1926, to 26th APRIL 1926, both days inclusive. By Order of the General Managers, R. FARRANT, Manager and Secretary. Hongkong, 14th April, 1926. [3459]

SHEK 'O' DEVELOPMENT CO., LTD. NOTICE.

THE YEARLY GENERAL MEETING of the SHAREHOLDERS of the SHEK 'O' DEVELOPMENT CO., LTD., will be held in the Office of Messrs. PALMER & TURNER, on TUESDAY, the 27th APRIL, 1926, at 5.15 p.m., to adopt the Accounts for the Year ending the 31st DECEMBER, 1925, and to elect Officers, etc.

By Order, P. M. HODGSON, Secretary. [3425]

THE BRITISH MALAYA TRUSTEE AND EXECUTOR COMPANY, LIMITED.

(INCORPORATED IN SINGAPORE).

THE Company is prepared to act as EXECUTOR, ADMINISTRATOR or TRUSTEE and as ATTORNEY or AGENT for Persons having Interests in MALAYA or desiring to acquire Interests there.

Booklets and any further Information may be obtained on Application to the SECRETARIES at CHARTERED BANK CHANGERS SINGAPORE. [123]

P. & O. BANKING CORPORATION, LIMITED.

(INCORPORATED IN ENGLAND, 1920)

AUTHORIZED CAPITAL £5,000,000
SUBSCRIBED AND PAID UP £2,584,180
RESERVE FUND £160,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-18, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the World.

L. E. HOPKINS, Manager.

P. & O. Building, Hongkong. [38]

ONE LARGE HOUSE GENERALLY suitable for Renting in Flats; One House Middle Level. Transfer negotiated of Houses, Flats or Building Lots. Sale or Rent. HONGKONG SMALL INVESTORS, SHARE & REAL ESTATE CO. Tel. 4630. [100]

INTIMATION

THE SPIRIT OF THE SEAS.

From the great blue deep came forth the Empire, boundless and free. Across the wide waters of all the seas unceasingly pass men and ships, binding more tightly the common bonds of a noble heritage. Not least amongst these ties is

DEWAR'S

DEWAR'S "WHITE LABEL"

AND

"VICTORIA VAT"

FINEST

OLD SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 21st, 1926.

CHINA AND THE LOCARNO SPIRIT.

We see that Mr. LIONEL GILES has been telling the world in a letter to *The Times* that the idea of a League of Nations was known to China before the dawn of the Christian era. How the Sinologists delight in robbing the Western world of the glory attaching to modern inventions by saying that these things were known to the Chinese thousands of years before! We recollect that during the Great War, when the "tank" was heralded as a marvellous invention, some Sinologue promptly came forward with the statement that the idea was known to the Chinese centuries ago, in proof whereof he copied from an ancient Chinese painting a picture of some construction greatly resembling the war engine which was used with so much effect in the later stages of the Great War. There is Biblical authority, of course, for the assertion that there is no new thing under the sun, and that for anything that may now be claimed as new it can be said: "It hath already been of old time, which was before us."

But the claim that the League of Nations idea was known to China five hundred years before the Christian era is one which must have a peculiar attraction for people who are surveying present-day conditions in China, especially as Mr. GILES appears to suggest that it has proved a useful idea in China. What he says is that: "Several years ago Professor H. A. GILES of Cambridge pointed out that the first known attempt to realize such an ideal was made in China as far back as the year 546 B.C. China was

then divided into a number of practically independent States, some of which were larger than France or Germany, and the struggle for overlordship was incessant. The chief Minister of Sung thought of provoking the greater States to a conference, with a view to putting an end to war, and a covenant to that effect was actually signed by the representatives of ten Powers. Unfortunately, two of the more aggressive States stood aloof, so that the covenant was foredoomed to failure. Three hundred years were to elapse before China was reunited under the Ch'in dynasty, and then the work was accomplished by force of arms."

Can it be said that the subsequent history of China is testimony to the value of the League of Nations idea? "The spirit of pacifism and common-sense which brought about this memorable assembly" may be deeply ingrained in the Chinese national character; but there is a high element that constantly finds its delight in war. A writer who proclaims war to be injurious—"a weevil that destroys wealth"—no more represents a peaceful country than a single swallow makes a summer. China can hardly be set up as a model for European nations to copy. If the China of to-day can be said to represent the product of "a Chinese Geneva," it is surely "a horrible example," that no other nation can wish to emulate. It is sincerely to be hoped that the Geneva or the Locarno spirit will soon find better expression in China than it has done in recent years. Mr. GILES argues that the spirit of pacifism and common-sense, "in spite of temporary setbacks," has borne good fruit in China. "For more than 2,000 years," he says, "the Chinese Empire has stood the test of innumerable calamities and revolutions, much more formidable than the ephemeral troubles of to-day." On this statement Mr. GILES suggests that people who speak of "the illusions of Geneva" are taking too short a view. For our part, we fail to see that the history of "the League of Nations idea," as it has been expressed in China "for more than 2,000 years," can lead any encouragement to Europe to take a longer view of the value of the idea. We hope that Europe will be able, on the contrary, to set a nobler example to China.

Prof. Danenberg's pupils will give their 12th Annual Piano Recital in the City Hall on Monday next at 5.30 p.m.—ADVT.

His Excellency the Governor will carry out an inspection of the Hongkong Police Force at the Central Police Station this afternoon.

At 5.30 p.m. to-night at Queen's Pier, a demonstration of the pumping capabilities of the new Fire Boat, No. 3, is to be given.

A Chinese woman of 124, Queen's Road West, has reported to the police that someone has stolen jewellery valued at \$240 from a safe in her house.

A travelling trader has reported to the Police that two bales of raw silk, valued at \$440, were stolen from a hand-truck in Ko-Shing Street, on Monday.

A successful and enjoyable dance under the auspices of the *Durban's* dance club was held at the Seamen's Institute last evening, from 8.30 to 11.45. There was a good attendance.

A motor-car, driven by Prof. Simpson, of the Hongkong University, knocked down a Chinese boy in Bonham Road on Monday. The boy was slightly injured, and was taken to the Government Civil Hospital.

A coolie employed by Messrs. Trollope & Collis, Ltd., was sentenced by Mr. Nihil at the Kowloon Magistracy yesterday, to one month's hard labour for stealing 16 gunny bags from the premises of the Peninsula Hotel.

Before Major C. Willson at the Central Magistracy yesterday, Mr. F. Baker, of the P.W.D., was summoned for having failed to produce his driving licence whilst driving a car in Garden Road, when accosted by a traffic officer. He admitted the offence, and was fined \$5.

We understand that there is no truth in the published rumour that Dr. C. C. Wu, Mayor of Canton, has come down to Hongkong.

A billiard match of 400 up between Lieut. Young, H.K.V.D.C., and Sergt. Johnson, R.A.S.C., will take place at 9 p.m. at the Soldiers' Club to-night.

The forthcoming wedding is announced of Mr. Francis Danjel Leonard, of Messrs. Palmer & Turner, to Miss I. M. Passos, of No. 33, Morrison Hill Road.

There will be a vocal and instrumental concert at the Chinese Y.M.C.A. by the pupils of True Light Girl's School of Canton to-morrow at 7.30 p.m. The proceeds of the admission fees will go towards the School Building Fund.

A Chinese was arrested on one of the wharves yesterday in possession of over \$1,500, which he was apparently attempting to take out of the Colony. He will be charged before the magistrate this morning with attempting to export the money.

Current *Command Orders* contain the following extracts from the *London Gazette* of March 2nd:—The President of the French Republic has conferred the decoration of "Medaille de Reconnaissance Francaise en Bronze," on Sister Katharine Amelia Allsop, A.R.R.C., Queen Alexandra's Imperial Military Nursing Service. Sister (Acting Matron) Lillian Mackay, R.R.C., Queen Alexandra's Imperial Military Nursing Service.

Home and Europe mail via Siberia was brought by the s.s. *Szechuen* yesterday morning. Out of the total of 191 bags landed, nine bags were from London, and 17 from the Continent. The remainder of the mail was from Shanghai. Home letters via Negapatam (London, March 25th) are due by the s.s. *Tulma* to-morrow (Thursday); while papers from London of the same date should arrive by the s.s. *Saarbruecken* on Sunday.

The death is announced in the Philippines of Benito Siy Cong Bieng, who is described as local Chinese millionaire and one of the most influential Chinese merchants in the Philippines. He died rather suddenly at Kabisihan, Tayabas, where he was interested in lumber mills. Mr. Siy has been in the Philippines about forty years and starting business with a few hundred dollars, built up an estate that is now valued at about P.20,000,000.

Current *Command Orders* state that Capt. A. S. C. Kennedy, Capt. E. S. Howard, M.C., Lieut. E. M. S. Taylor, Royal Artillery, Major C. E. F. Wynne, M.C., Major J. P. S. Greig, Royal Engineers, Major H. V. Bayless, D.S.O., M.C., 2nd-Lieut. Q. M. Jackson, East Surreys, Capt. and Qr-Mr. W. E. Burnell, R.A.S.C., Capt. C. F. Charles, A.D. Corps, and Capt. A. N. Evans, R.A.P.C., have been taken on the strength of the local command. They arrived by H.T. *Mayne* on the 8th inst.

Yesterday the s.s. *Fatshan* brought down the largest number of passengers that either of the river steamers from Canton has carried for a considerable time, if not since the strike. In all there were about 500 passengers, a large proportion of which were Chinese of the upper and middle classes. The average number of passengers which are usually brought from Canton to Hongkong by the *Fatshan* or the *Lungshan* is about 200 or so. The *Fatshan* also brought a good supply of fish yesterday, which indicates that the strike pickets have stopped their interference in this respect.

ROBBERY WITH VIOLENCE.

AN INCIDENT AT WANCHAI.

A robbery attended with violence was perpetrated at Wanchai yesterday afternoon by five men, who got away with booty worth \$136.

About two o'clock two men went to No. 23, Wing Fung Street, and asked the inmates, who own the whole of the house, if they could rent the second floor, which was vacant. One of the inmates, a woman, named Mak Tsan Tai, accompanied the men to the second floor, and, just after getting there, three other men appeared on the scene. The five men seized her, pushed her in the kitchen, bound her hands and gagged her, after which they stole from her a pair of bangles, valued at \$110, two ear-rings and \$6 in money. An amah who entered the room while this was going on was also bound and gagged, but was not robbed of anything.

THE SENSE OF HUMOUR.

(BY A LADY CORRESPONDENT.)

Modern woman is accused of having no sense of humour. She is said to take things too seriously, engrossing herself with her own particular problems to the exclusion of the humorous side of life.

The girl undergraduates at Newnham and Girton are not usually credited with a sense of humour, because forsooth they are clever enough (or at any rate some of them) to pass stiff examinations and because they are presumed to take an interest only in "intelligent" subjects.

It would appear from this that humour is associated in the popular mind with something inane. Surely, however, a sense of humour, is something very subtle, or completely inevitable. Children who laugh, not because they should for the sake of politeness, but because they must, from sheer enjoyment; probably possess a much more highly developed sense of humour than their elders who wonder what the laughter is about.

It must be admitted that a good many of our lady friends now-a-days laugh or giggle simply to cover embarrassment or to fill up gaps in the conversation. There is no particular reason, however, why they should be regarded as empty headed or lacking in discernment on this account. Rather is it evidence of their good nature. Men, being more selfish, do not take as much trouble to appear amused as a woman does. If they are bored they look it, and if they think a joke is a poor one they say so.

Again, very few men can stand a joke against themselves, whereas a woman often enjoys one at her own expense. So long as she is causing amusement she is perfectly happy. Most men think that by merely being themselves they are entertaining enough, whereas a woman knows that unless she is amusing and "good company" no one will bother with her. Therefore every woman endeavours to "cultivate" a sense of humour if she has any sense at all. It is pure luck if a man is amusing. If he is not so by nature, he will not take the trouble to become so.

CHINESE WEDDING.

TAN-WONG.

A pretty wedding, in which the Chinese community was particularly interested, took place at St. John's Cathedral yesterday afternoon, the contracting parties being Mr. S. B. Tan, son of the late Mr. and Mrs. Tan-Cheng Tuan of Singapore, and Miss Elizabeth Lu Siem Wong, daughter of Mr. and Mrs. J. M. Wong, Hongkong.

The Rev. H. Copley Moyle officiated. The bride, who was given away by her father, was prettily attired in a dress of white satin charmeuse and georgette, embroidered with silver. Her veil was also embroidered with silver, and trimmed with orange blossoms, and she carried a bouquet of white roses and maiden hair ferns.

The Misses Beatrice Lam (cousin), Etel Mayer, and Joceline Wong (sister) were bridesmaids. They wore dresses of shell pink charmeuse satin and georgette, and pale blue satin and georgette, trimmed with silver, with hair ornaments of pearl and silver. They carried bouquets and baskets of pink roses.

Masters Stephen and Enoch Wong (cousins), acted as pages. The bride's mother wore a Chinese ceremonial dress of black satin embroidered in silk, with red skirt. Mr. Y. K. Wong was "best man." Mr. Frederick Mason presided at the organ.

Following the ceremony, a largely attended reception was held at the Chinese Merchants' Club. The honeymoon is being spent in North China, the bride's travelling dress being of mauve crepe de chine embroidered with beads.

ROBBED IN A TUNNEL.

REVENGE ON WATERWORKS FOREMAN.

A Chinese foreman of the Shing Mun Water Works, Shek Li Pui, Kowloon, was the victim of a highway robbery yesterday. The motive, he stated, was revenge. He said that he recognised his assailants as two stone carvers in the employ of a sub-contractor at Mongkok, whom he had occasion to report for failing to carry out the exact plans in connection with some work he was doing. He alleged that this man set the coolies to attack him.

It appears, from the report which the man made to the police, that while walking through a short tunnel, which connects one reservoir with another, at Shek Li Pui, he noticed one man walking ahead of him and another walking behind him. Before the foreman could reach the end of the tunnel, which is a very short one, the two men caught hold of him and struck him with a wooden pole. They also rubbed pepper in his mouth and face. They then asked him for his watch, which he handed over to them, following which his assailants attempted to search his pockets, but the foreman struggled so violently that they were unable to achieve their purpose and promptly took to their heels and bolted.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

THE LOCARNO TREATY.

LABOUR MEMBER AND DOUBTFUL RATIFICATION.

Rugby, April 19th.

Sir Austin Chamberlain, replying to a question in the House of Commons, said that none of the contracting parties had so far deposited their ratification of the Treaty of Locarno with the League of Nations at Geneva.

A Labour Member asked if there was any doubt that some Governments might not ratify the Treaty?

Sir Austin Chamberlain replied, "Certainly not. There is no doubt about it."

THE TEST CRICKETERS.

OFFICIAL RECEPTION AT AUSTRALIA HOUSE.

London, April 19th.

The Australian cricket team had an official reception to-day at Australia House. Three thousand people were present.

Mr. Amery, the Dominions Secretary, welcomed the Australians on behalf of the Government. He said their visit would not only strengthen good cricket, but would contribute to the strengthening of the bonds that tied the Empire.

THE MOSUL FRONTIER.

BRITAIN STILL NEGOTIATING WITH TURKEY.

Rugby, April 19th.

Sir Austin Chamberlain stated in the House of Commons that the British Ambassador left Constantinople on 16th April for Angora, where he would resume negotiations with the Turkish Minister of Foreign Affairs on the subject of the Mosul Frontier.

[THROUGH REUTER'S AGENCY.]

SITUATION MUCH MORE REASSURING.

CONSTANTINOPLE, April 19th.

Following the submission of the British proposals with regard to Mosul to the Turkish Cabinet by the Foreign Commissioner, whom the British Ambassador interviewed on Saturday, the general situation is much more reassuring. The feeling of alarm during the past few days are slowly subsiding, and it is felt that the Italian objectives are rather Somalia and Abyssinia than regions nearer home.

[THROUGH REUTER'S AGENCY.]

ANOTHER DREYFUS CASE.

SEQUEL TO MATA HARI LETTERS 14 YEARS AFTER.

London, April 20th.

One of the most serious miscarriages of justice since the Dreyfus case, "is the description applied by a Paris correspondent to the case of M. Malvy, ex-Minister of the Interior, who was sentenced to five years' banishment in August, 1918, on a charge of "betraying his trust."

The correspondent points out that the evidence against M. Malvy largely depended on letters signed by someone whose name began with "M" and ended with "Y" sent to Mata Hari, the beautiful dancer, who was shot as a spy.

General Missimy, Minister of War in 1914, now Senator, has now admitted that he, and not M. Malvy wrote the letters 14 years ago when Mata Hari was endeavouring to make him her lover.

[THROUGH HAVAS AGENCY.]

FRENCH FINANCES.

THE FINANCE MINISTER AND DEBT SETTLEMENTS.

Paris, April 20th.

Speaking at a banquet in connection with the International Hotelkeepers Convention M. Raoul Peret (Finance Minister) stated that the French budget exactly balanced. The revenue returns for the first three months of 1926, showed a net surplus. Moreover, the treasury possesses latent reserves capable of bringing in considerable sums. France, he said, never thought to escape the payment of her foreign debts and now pays annually to her creditors 150 millions dollars. He intended to discuss in all sincerity the settlement of the nations' debts, show her capacity for payment and strictly fulfil the engagements undertaken, but he would ask for reductions if Germany did not carry out the Dawes Plan.

[THROUGH REUTER'S AGENCY.]

AIR ROUTE TO TOKYO.

GERMAN PLANS FOR DIRIGIBLE SERVICE FROM EUROPE.

Leningrad, April 20th.

The German plans for a dirigible service from European capitals to Tokyo via Siberia, are gradually maturing. Captain Bruns, the Secretary of the International Arctic Aviation Society, who is discussing here all the aspects of the problem has seen Colonel Nobile, the pilot of the Norge.

The proposed route will lie via Leningrad, Vologda and Turukhansk.

COMMUNIST TRIAL.

IMPORTANT CASE OPENED IN PARIS.

Paris, April 19th.

The trial which is expected to last a fortnight has opened at the Seine Assizes of the two Communists, Clerc and Bernadon on a charge of wilful murder in connection with the shooting affair of April last. The circumstances pointed to a carefully organised attack on the Fascists, of whom four were killed and 11 wounded. Clerc and Bernadon were arrested holding revolvers. The former says he fired in self-defence and the latter asserts that he picked up but did not fire the revolver. A number of celebrities will be called as witnesses, including M. M. Caillaux, Leon Blum, Malvy, Paul Boncour and Blasco Ibanez, whose connection with the case is not clear. The majority of them have written to the Judge regretting that they are otherwise engaged.

THE SPANISH FLIGHT.

CAPT. ESTEVEZ ORDERED TO RETURN TO SPAIN.

Madrid, April 19th.

The Minister of War has telegraphed instructing the airman Estevez and his mechanic to return to Madrid as soon as his health permits. Therefore Estevez will not be able to continue his flight. Spanish gratitude at the aid of the British Air Force in searching for Estevez is shown by the thousands of callers, in response to a suggestion in the newspapers and by the Spanish Broadcasting Company, leaving their cards at the British Embassy including the King, Gen. Primo de Rivera, the Minister of War, and the Commanders of all the Garrisons.

CAPE-CAIRO FLIGHT.

R.A.F. MEN LEAVE CAPE TOWN FOR CAIRO.

CAPE TOWN, April 19th.

The R.A.F. flyers have started on their return flight to Cairo. They were seen off by a large crowd, including Lord Athlone and Ministers.

NON-BRITISH FILMS.

PROTEST FROM FEDERATION OF BRITISH INDUSTRIES.

London, April 19th.

The Federation of British Industries has drawn the attention of the President of the Board of Trade to the practical monopoly obtained by foreign film-producing concerns in the cinema programmes throughout the Empire as being most detrimental to British prestige and prejudicial to the interests of the Empire, especially in dominions containing large coloured populations. The hope is expressed that the subject will be placed on the Imperial Conference agenda.

PEACE POURPARLOURS.

PRELIMINARY OBSTACLE IN MOROCCAN SITUATION.

Uda, April 19th.

The difficulties which have arisen in the Moroccan peace conference, in connection with which one of the Riffi delegates has flown in a French aeroplane to consult with Abd-el-Krim and the Chiefs of Tribes, is explained in a statement by the Riffi delegates that they are unable to accept, without modification, the Franco-Spanish demands for the immediate release of prisoners and the unhindered advance of Franco-Spanish troops on certain positions at present occupied by Riffi before the official negotiations have opened.

JUTE MILLS DISPUTE.

35,000 WORKERS IDLE IN CALCUTTA.

Calcutta, April 19th.

The operatives at Gouripore, have resumed work, but 35,000 operatives in five differently-owned jute mills here, have struck because of a proposed reduction of wages.

THE ENGINEERING CRISIS.

TRADES' COMMITTEE ISSUE STRIKE BALLOT PAPERS.

London, April 19th.

The London Joint Engineering Trades' Committee has decided to issue ballot papers returnable on May 31st on the question of a strike to enforce the London application for an increase in wages by £1 weekly.

FOOTBALL AT HOME.

RESULTS OF MONDAY'S LEAGUE MATCHES.

London, April 19th.

The following are the results of matches played to-day in the English League:—

FIRST DIVISION.

Birmingham, 2; Manchester U., 1. Sheffield U., 8; Burnley, 1.

SECOND DIVISION.

Clapton Orient, 3; Bradford City, 1. Fulham, 2; Barnsley, 2.

THIRD DIVISION (SOUTHERN).

Aberdare, 2; Crystal Palace, 0. Rotherham, 1; Lincoln, 3.

THIRD DIVISION (NORTHERN).

Rotherham, 1; Lincoln, 3.

BOXING.

CLARK WINS BRITISH FLYWEIGHT CHAMPIONSHIP.

London, April 19th.

At the National Sporting Club in a twenty-rounds contest for the British flyweight championship, Clark beat Socks in the twentieth round, the referee stopping the fight.

It was a fast and clean fight. Clark started confidently, scoring rapidly with a variety of blows.

He was very successful with quick rat-tat right leads to the body and head, followed by straight lefts to the face. In the concluding rounds, Socks was severely punished, but he fought back most gamely. In the twentieth round, Clark sent him staggering across the ring from a right to the jaw. Clark rushed over for the knock-out, but the referee intervened.

OBITUARY.

SIR SQUIRE BANCROFT.

London, April 19th.

The death is announced of Sir Squire Bancroft, the famous actor-manager.

[Sir Squire, who was 55 years of age, first appeared on the stage in Birmingham as long ago as 1881, and acted afterwards at the leading provincial theatre, with all the prominent "stars" of the day. For 30 years he was manager of the old Prince of Wales and Haymarket Theatres, during which time the modern revival of the stage was started. He retired from an exceptional career of successful management in 1913, but he afterwards acted a little with Irving. He was knighted by Queen Victoria in 1907 for his notable services to the profession. He was President of the Royal Academy of Dramatic Art, and a member of the Lord Chamberlain's Advisory Board for the Licensing of Plays. He had published a book of sixty years' recollections and other works.]

MR. LOVAT FRAZER.

London, April 20th.

The death is announced of the well-known journalist, Mr. Lovat Fraser.

[Mr. Lovat Fraser, who was 54 years of age, was Chief Literary Adviser and Contributor to the *Sunday Pictorial* and *Daily Mirror*. He was Editor of the *Times of India* for several years, and afterwards was engaged on various special missions for the London *Times* to India, China, and the Dominions and round the world. He had travelled extensively in many parts of the world, notably the Persian Gulf, the Balkans, the China Seas, Manchuria, Siberia, Egypt, Japan and most European countries.]

[REUTER'S AMERICAN SERVICE.]

MUSSOLINI THE "BLUSTERER."

AMERICAN SENATOR'S DESCRIPTION OF ITALIAN PREMIER.

Washington, April 19th.

The Italian Premier, Signor Mussolini, was oratorically attacked in the Senate by Senator Walsh, who declared that the Tripoli trip-bristled with bellicose bluster, and the Kaiser had never rattled the sword more ominously. Senator Walsh contended that approval of the Italian debt settlement would simply assist Mussolini the supreme Dictator, to arrange finances so that he can precipitate another war or bluster about until the fear of such a purpose is general.

[REUTER'S AMERICAN SERVICE.]

SUGAR OUTPUT.

ALL HAVANA MILLS NOTIFIED OF QUOTAS EXPECTED.

Havana, April 20th.

In accordance with the sugar output for 1926, fixed at 4,738,003 tons, the Government has circularised all the mills notifying the total expected from each, and requesting them to inform the President within five days of their acceptance or otherwise of the respective quotas.

WORLD COURT CONFERENCE.

AMERICA NOT TO ATTEND GENEVA MEETING.

Washington, April 19th.

The Secretary of State, Mr. Kellogg, has sent a formal notification that America will not participate in the World Court Conference at Geneva on September 1st to the American Legation at Berne for delivery to the League.

Mr. Kellogg says he thought it would be a matter for regret if the Council did anything to create the impression that there were substantial difficulties in the way of direct communication with the various signatories, and the American Government does not consider that any new agreement is necessary to give effect to the conditions and reservations on the basis of which America is prepared to adhere to the Court.

DISAPPOINTMENT AT GENEVA.

Geneva, April 19th.

The American refusal to participate in the World Court has produced disappointment in League circles, though it is felt that the conference will be held on September 1st despite the fact that none of the signatories has replied to the League's invitation to attend. It is thought that the matter must now come up at the June session of the Council.

PROHIBITION ENQUIRY.

MORE EVIDENCE OF BENEFITS BY "DRYS."

Washington, April 19th.

When the third week of the Prohibition Conference opened this morning the "Drys" first witness produced figures showing that convictions under the Prohibition Law grew from 20,000 in 1922 to 38,000 in 1925.

Colonel Jenkins, of the Salvation Army, claimed that there had been a great improvement in the effectiveness of the enforcement measures, and he opposed the reinstatement of beer or wine. He said: "Before prohibition, fifty per cent. of the cases that came before us were drink addicts. Since prohibition, only one per cent. of the cases are traceable to that cause, while wine-room seduction, once so frequent, is now a thing of the past."

[THROUGH REUTER'S AGENCY.]

A BRITISH DENIAL.

London, April 19th.

It is announced that there is no truth in the report emanating from Washington that Britain has entered into a new agreement with the United States to fight the anti-rum-runners. The present treaty will be unaltered. The British aim has always been to try to tighten up the British regulations and help the United States' authorities, and, as a consequence thereof, American revenue ships are permitted to visit the Bahamas and carry out searches under certain conditions. The present arrangements are purely experimental and will be tried for a couple of years to see whether they work successfully.

[REUTER'S AMERICAN SERVICE.]

HAWAIIAN ERUPTION.

RIVERS OF LAVA POURING DOWN MOUNTAIN SIDE.

New York, April 19th.

A message from Hilo, Hawaii, says that despite a dense cloud of steam over the sea due to the eruption of Maunatoa, airmen took a number of views. They state it was intensely hot at a height of 3,000 feet. Fountains of Lava, estimated to be 400 feet high, leaped from three different craters at the 8,000 feet level. These supplied great rivers of lava, which zigzagged down the mountain side like dragons, giving a brilliant colouring to the clouds and creating the illusion among passengers of steamers in the vicinity of a great inferno in the heavens. Old Hawaiian Kahunas (medicine men) ineffectually chanted incantations of ancient form, appealing to Pele, the Hawaiian Goddess associated with the volcano Calaca, not to destroy their homes at Hilo.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TO DESTROY BOLSHEVISM.

MARSHAL WU PEI FU AND HIS PRESENT MISSION.

Hankow, April 19th.

Marshal Wu Pei Fu has telegraphed to the various peace delegations in Peking appreciating their intentions, but pointing out that "certain foreign aggression has caused a grave position at home, and unless the root of this trouble is destroyed, it will be impossible to save the nation."

Marshal Wu adds:—The traitor, Feng Yu Hsiang, is plotting to recover power with foreign assistance. Peking is a den of Bolsheviks, and until they are exterminated, my work will not be completed.

LATER.

TUAN LEAVES FOR TIENTSIN.

Peking, April 20th.

Tuan Chi Jui re-entered the Legation Quarter last night, and left for Tientsin this afternoon.

CHINESE EASTERN RAILWAY.

NEW OFFICIAL APPOINTED TO MANAGERSHIP.

Moscow, April 20th.

The Chinese Eastern Railway has accepted the resignation of the manager, M. Ivanoff, and M. Emshanov ex-Commissar of Ways and Communications succeeds him. An official of the latter Department has gone to Harbin and Mukden for negotiations arising out of the recent trouble between the Soviet and the Manchuria connection railway.

DANISH AVIATOR SAFE.

BOLVED FORCED TO LAND NEAR NINGPO.

Copenhagen, April 19th.

The Foreign Office here has received word that the Danish airman, Commander Bolved, has been forced to land at Ninghai, Chekiang Province.

[Ninghai-hai is a city midway between Taichow and Ningpo. It is about 40 miles from Ningpo and 150 miles from Shanghai.]

Shanghai, April 19th.

Commander Bolved landed safely near Ninghai, Chekiang Province, to-day.

LATER.

Commander Bolved, replying to telegrams, states he was forced to land at Ninghai, owing to lack of gasoline, and had good landing facilities. He will have no difficulty in taking off as soon as a supply arrives from Ningpo.

[REUTER'S AMERICAN SERVICE.]

FRANCE AND AMERICA.

AMBASSADOR TO NEGOTIATE DEBT SETTLEMENT.

Washington, April 19th.

The French Ambassador, M. Henri Berenger, announces that he has been authorised to negotiate for a settlement of the French debt, and that the Finance Minister, M. Raoul Peret, will not visit the United States.

BOSTON MARATHON.

NOVA SCOTIA MAN CREATES WORLD RECORD.

Boston, April 19th.

John Miles, of Sydney Mines, Nova Scotia, won the Boston marathon, in the world's record time over the full distance, in 2 hours 23 min. 40.2 sec.

A BRAVE ENGLISH GIRL.

A letter in a recent issue of *The Times* says: "For three days and three nights a young girl of about 15 years of age has been alone in our Bembridge lighthouse (Isle of Wight). Her father was on shore and unable through the gale to get back. She has climbed up the outside iron ladder, opened the big iron door, and started her light. This is not the first time she has thus been caught by the gale. I suggest she should be presented with a wrist watch bearing a suitable inscription and a small library of books. Anything sent to me for this purpose shall be duly acknowledged. Our lifeboat is just launched to take back her father with the key of the oil reserve, as there is none left for to-night."

MR. A. BROOKE-SMITH'S DEPARTURE.

LONG CONNECTION WITH THE FAR EAST.

DINNER BY THE SHANGHAI CHAMBER OF COMMERCE.

Mr. and Mrs. A. Brooke-Smith have left Shanghai and propose to spend their time in future in Norfolk, the county from which Mr. Brooke-Smith's family comes from, or in an adjacent part of the country. That the community regrets their departure, says the *N.C. Daily News*, goes without saying, for Mr. Brooke-Smith has always shown himself the most royal protagonist of Shanghai, and must be numbered among the greatest believers in its future. In his mind there is not the slightest doubt that Shanghai will ultimately become the greatest city in the world, having all the geographical and other elements necessary for it to be so, and it ought to be matter of satisfaction to him that he has been instrumental in building it up. There is no doubt that Shanghai will regard Mr. Brooke-Smith for all time to come as having acted notably in this capacity, and accordingly on the occasion of his departure a short biographical sketch of his career is called for.

JAPAN, HONGKONG AND SHANGHAI.

Mr. Brooke-Smith was born in Japan and received his education there. He began his business career with the firm of Messrs. Findlay, Richardson & Co., and in 1897 transferred to Messrs. Jardine, Matheson & Co. He proceeded immediately to their Hongkong office, where he was for 10 years. Then in 1907 he came to Shanghai, where he has been ever since.

We need not follow his continuously successful career in Ewo, but may turn to the important part he has taken in the "public life of the Settlement. It should however, be mentioned that he took charge of the Shanghai office in 1919. During his incumbency the old hong was pulled down, and the handsome new building was formally opened by Mrs. Brooke-Smith. In 1919 he was elected to the Municipal Council, and of this body he was Chairman for the terms 1920-21 and 1921-22. Possibly in comparison with other years since, these were not of the most strenuous description, but they were marked by a great deal of successful municipal effort. Moral welfare considerations were dealt with, and in addition the salaries of municipal employees were placed on a satisfactory footing. So well did Mr. Brooke-Smith conduct the affairs of the Council in his capacity of Chairman, that it was a matter of great regret to the community when he retired.

Mr. Brooke-Smith's activities were by no means confined to the Council. He served on the Committee of St. George's Society, and last year was President. Succeeding Sir Edward Pearce as Chairman of the Shanghai General Chamber of Commerce he did good work there, while his connection as a committee member with the British Chamber of Commerce will always be remembered. His last official appointment in China was greatly welcomed by the community, as he was selected, as representing the British Chamber, to be adviser to the British delegation to the Tariff Commission at Peking.

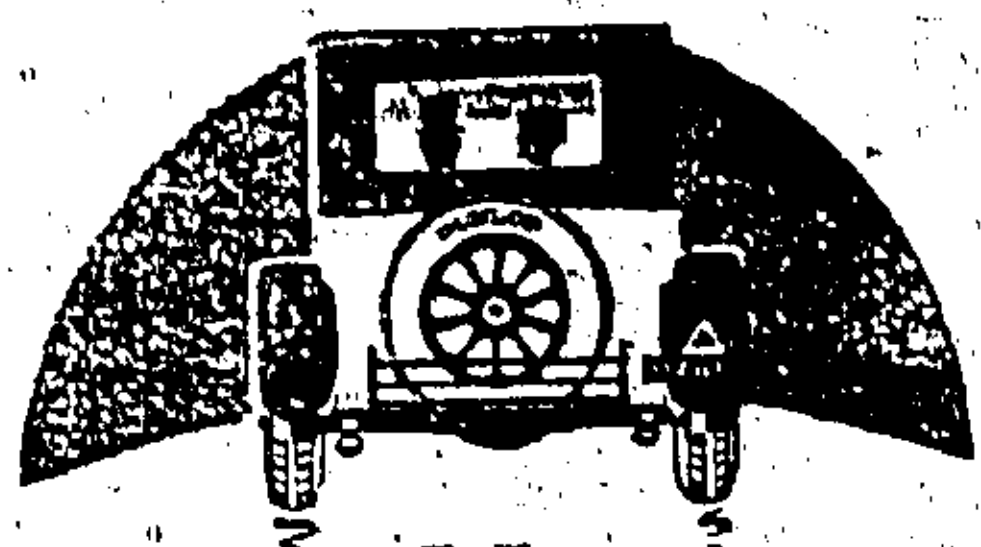
THE FUTURE OF CHINA.

Mr. Brooke-Smith is a strong advocate of loyal co-operation between Chinese and foreigners, and all will agree that he has carried this principle into effect in all his work here. He is a great believer in the industrial progress of China, and once there is order in the country this must come. At the same time he views with concern the number of returned students for whom positions are not now available owing to the continued strife which is retarding the industrial and commercial progress of the country, and feels that so long as these conditions exist there will continue this danger, because there are no positions available for these men. His view, however, is that this problem will be solved once normal conditions rule within China. These men will be absorbed in the various lines of commercial, industrial and professional progress.

In Mr. Brooke-Smith's opinion Shanghai is going to be the biggest city in the world. To bring this about, however, what is necessary is the establishment of a port authority—a matter which he has already commented upon in his speeches. The building programme of Shanghai, in his view, may have been a little too optimistic for the moment, but with political conditions settled, the present condition will be more than rectified. He emphasizes in this connection that there is not the slightest doubt that from its geographical position Shanghai is bound to be one of the greatest cities in the world.

Mrs. Brooke-Smith, is, of course, very well known in Shanghai, although she has taken a small part in comparison with her husband in public affairs. Her work, however, in connection with the Ladies' Benevolent League, with which she was prominently associated for three or four years, will be gratefully remembered.

Mr. Brooke-Smith was the guest of honour on the 11th at a dinner given by the Shanghai General Chamber of Commerce, when eloquent tributes were paid to his public life. The function took place at the Shanghai Club, Mr. T. H. R. Shaw presiding.



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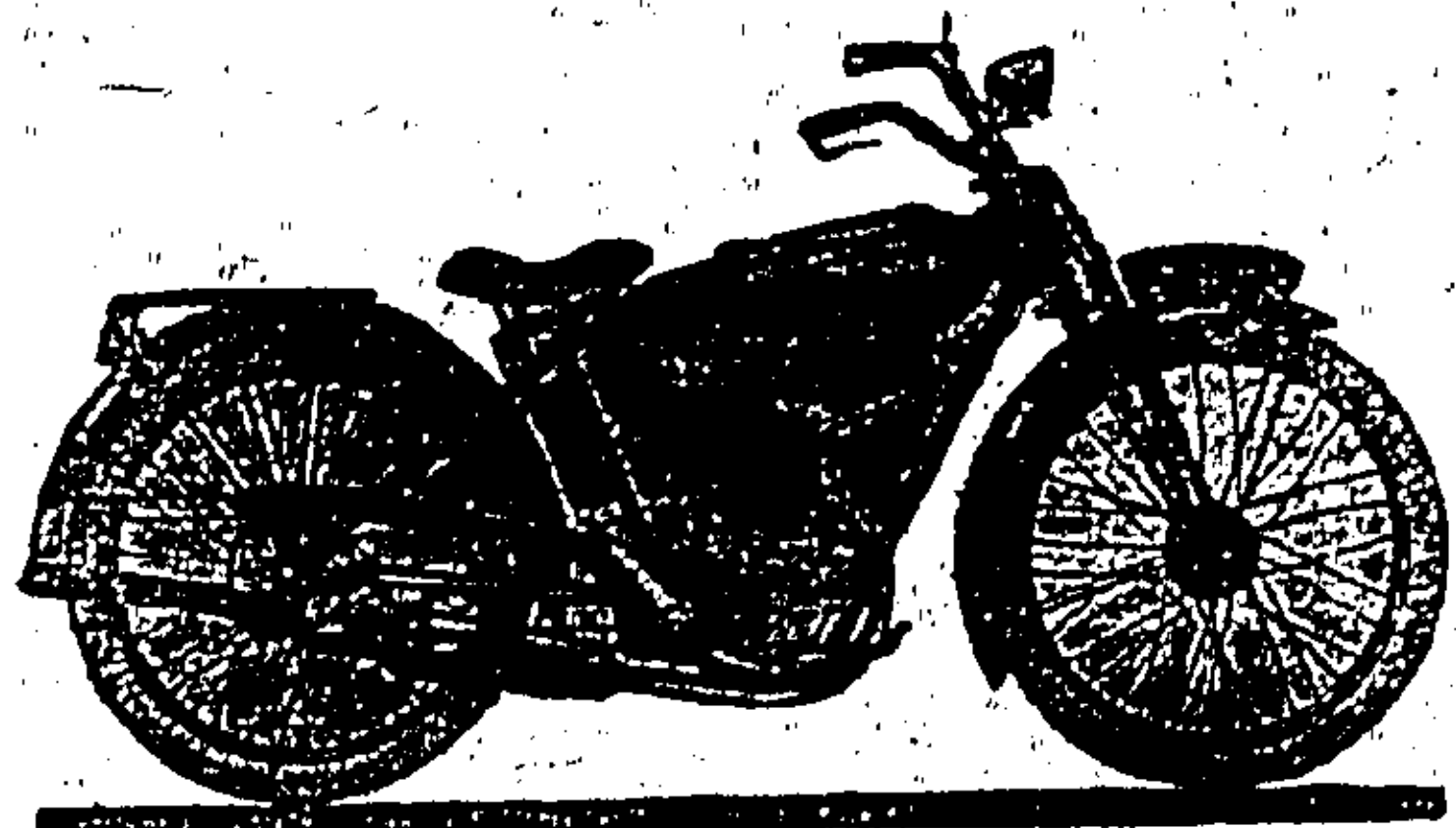
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SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.

[BY AN OWNER-DRIVER.]

Ed. Note: EACH WEDNESDAY THESE COLUMNS WILL BE OCCUPIED BY A SERIES OF NOTES WRITTEN EXCLUSIVELY FOR THE "DAILY PRESS" BY A LOCAL MOTORIST. THESE NOTES WILL NOT ONLY DEAL WITH THE ACTIVITIES OF THE HONGKONG AUTOMOBILE ASSOCIATION, BUT WILL CONTAIN HINTS AND SUGGESTIONS FOR THE BETTER RUNNING AND MORE ECONOMICAL UPKEEP OF CARS, BASED UPON LONG PERSONAL EXPERIENCE OF DRIVING IN THIS COLONY. THEY SHOULD, THEREFORE, PROVE OF REAL PRACTICAL VALUE.

There is abundant evidence that all over the world the number of motor-car owners is increasing. Hongkong is no exception to this general rule. If the rate of increase in the numbers is not so great in this Colony as in some other places, it is certain that the increase in numbers will continue.

Those who do not possess a car always cherish the hope that the day is not far distant when they will be owners.

Further, those who do possess a car are always trying to make up their minds as to the particular type and make of car they will purchase when the time comes for them to have a new one.

Everyone is therefore interested in any discussion about the best car for use in Hongkong.

SECOND-HAND CARS.

The solution of the problem is not quite so simple as it may seem to the non-technical man. You cannot say that the Buick car, costing so many thousands of dollars, is the best car for this Colony. It all depends on the use that is to be made of the car.

Let us first of all state a few general facts. It may be accepted as an axiom that if you want a really good article you must pay a relatively good price. You may be lucky enough to pick up a bargain in second-hand cars, although you may also be unfortunate enough to make a bad bargain. It requires an expert to assess the value of a second-hand car. In England the Automobile Association will supply the expert and you may obtain his verdict for a reasonable figure which is about two or three guineas. It is money that is well spent. Genuine bargains are usually obtained when an owner has to sell hurriedly.

BARGAINS.

In England there are motorists who make a practice of having a new car each year. They make a great hobby of the motor-car and they will have the latest and most up-to-date equipment. Last year it was the four-wheel braking system that distinguished the new models. Every year there is some new attraction. If the purse permits, a new car each year is a great delight. Like most of the pleasures of this life, it has to be paid for.

In this Colony there is not the same craze for a new car each year. The bargains in second-hand cars are picked up when people leave the Colony, either for some other place in the Far East or for home leave.

If you can be sure of the history of the car, you may be able to pick up a bargain in second-hand cars. Those who cannot obtain reliable advice and who have no knowledge of cars will probably do better if they buy a new car.

THE IDEAL CAR.

What then is the ideal car for Hongkong? Four, five or seven seater cars are popular. The two-seater, sometimes called "the dissembler," is not very much in demand.

There is a connection between price and horse-power, although some makers will produce a 20 horse-power car at a lower figure than another maker will produce a 15 horse-power car. In general, however, the greater the horse-power, the higher the initial cost and the more expensive the cost of running the car.

The hills of this Colony are of a steep gradient. It is possible to negotiate any road on the island with a 11 horse-power car (English R.A.C. rating), but, of course, you must rely on the lower gears more often than you would have to do if you had a car of twice the horse-power.

That term "horse-power" is confusing to the amateur and will be explained fully on some future occasion.

There are several makes of four and even five seater cars that can be purchased in this Colony at round about \$2,000. This is not a very big expense for what you get for the money.

In England the hire-purchase system is very popular. It has enabled many a man to obtain a car much earlier than would have been the case if he had been compelled to save up for it.

SPARE PARTS.

There is one thing that any car purchaser must remember. It is the great advantage of having a car that is sold in Hongkong. All the reliable vendors carry spare parts. If you own a car that is not sold by one of the local agents, you will be at some time, greatly inconvenienced because of the difficulty about spare parts.

THE SCENERY.

Let the would-be owner of a car take courage and be quite sure that he will never regret purchasing a car, at whatever sacrifice of other creature comforts. The summer is coming; the moist hot days will soon be here. There is only one way to make sure of a healthy sleep during those hot summer nights. It is by taking in a good supply of oxygen while running around the island or the New Territory. Think of the wonderful scenery that will impress its beauty upon your jaded mind. Think of the cool breezes near the edge of the sea. Think of that change from the dull monotony of office routine. There is only one way to keep really fit in this Colony. It is own a car.

ROAD IMPROVEMENTS IN HONGKONG.

It is often said that it is more difficult to drive a car in this Colony than in the most congested parts of the City of London. For in the Metropolis the other drivers and the pedestrians and the traffic regulators are far less exasperating.

We will leave that matter as one that can be argued indefinitely. What is a fact that cannot be denied, is this: There are many posts—telephone posts, lamp posts, etc.—which get in the way of the unwary driver in the City of Victoria.

The most obvious remedy for this danger is the removal of the posts. If that cannot be done at once what is there that prevents the use of white paint or even whitewash?

Any object that is a possible source of danger should be made white so that the driver may see it easily.

That principle has been recognised in many places and many a nasty road accident has been prevented by the use of a white-wash brush on walls and rocks in this Colony.

We suggest that the practice should be extended so as to include the lamp-posts and the telephone posts.

Of course, we should like to see the roadway entirely cleared of all these traps for the unwary.

There have been cases in which the driver has had the choice of colliding with a post or knocking down a pedestrian. That usually happens because the pedestrians of Hongkong seem to take a delight in doing the unexpected.

An ingenious student of things Chinese has suggested that pedestrians purposely rush across the road, as near as can be to the radiator. The idea is that if they just clear then the devils are out off by the car.

The corollary presumably is that if the pedestrian does not clear the car in time, then the devils get him!

WIDER ROADS.

There has been a lull in the activities of those whose duty it is to make road improvements. Economy can be carried to extremes and in the end it is often false economy. There are so many road improvements that are urgent in this Colony that H.E. the Governor might ask the local Automobile Association to report to him direct upon the subject.

Consider one of the most annoying episodes of the last few months. There is a very narrow bridge on Robinson Road which is above Glenalee. It is a most dangerous place and the bridge could be widened at very little expense.

Robinson Road is one of the worst roads that cars traverse. A few corners could easily be rounded off and the road made wider and straighter.

Just beyond the bridge mentioned above, going Westward, there is a hoarding and a very sharp corner at the west end of the hoarding. The ground behind the hoarding has been cleared of buildings for months. Why not put the hoarding back a few feet and also increase the width of the road at the west end of it where the nasty corner causes many an unpleasant moment for drivers and passengers and pedestrians?

The west end of the Praya badly needs attention. The "pot holes" are big enough to remind those who served in France of some of the evils of the war.

THE WORST PLACE.

Probably the worst place in the Colony is just by the Peak Tramway station in Garden Road. Why the improvements to that station were made without giving premier attention to the road traffic is difficult to understand.

Is it still too late to make any improvement? The widening of the lower part of Garden Road has been a great boon. Why not make the whole of the road beyond the barracks up to Seth's corner, very much wider.

THE LOCAL AMATEUR MOTORIST.

(Contributed.)

It is pleasant to be able to record an increased activity on the part of the local A.A. Much of the work that is done is of such a nature that ordinary members are unaware of it. At the same time there are certain facts that should persuade every car owner that it is his duty to become a member. The new scheme for free technical advice, and free legal advice is a step in the right direction. In each case there is a nominal registration fee of one dollar; so that the honorary secretary may not be unduly worried by people who might send in applications for advice about petty affairs.

The free technical advice will probably prove of more interest to owner drivers than to those who have paid drivers. It is very often only some trivial fault in the mechanism that prevents the car "pulling" properly. An expert can immediately detect the fault.

There is the story of the local owner driver who had successfully passed through the stage of practising under tuition, at the Happy Valley. He went through the ordeal of the Government test, a representative of the Traffic Department of the Hongkong Police Force accompanied him for a drive, and the official was quite satisfied that the steering of the car and the gear changing efforts showed the requisite proficiency.

FINDING A FAULT.

So the local owner driver was duly licensed as a fit and proper person to drive a car in this Colony. Incidentally it may be mentioned that, in England, there is no such test. That, however, is no reason for abolishing the test in Hongkong.

The great day came when, accompanied by his family, *paterfamilias*, the proud owner-driver, went forth for the first time as a fully pledged motorist. He was as pleased to be without his friend the instructor as is the schoolboy who can shake off the presence of the schoolmaster.

Away went the car and its delighted occupants. The tour was to include Queen's Road. Half way along that very public thoroughfare the car stopped. The one-time happy owner-driver suddenly realised that a very little thing makes all the difference between that delightful feeling of exhilaration which comes to the new owner-driver and that peculiar feeling of fear of the unknown which happens when a car stops suddenly for no reason that is apparent.

YOU MUST REMEMBER.

Behold then *paterfamilias* and the family stuck in Queen's Road, not too near to the edge of the pavement. What to do? Try the self-starter. Then came the memory of the instructor's warning about the self-starter. "Don't forget," had said that very practical man on more than one occasion—"Don't forget that the battery is the weakest part of the whole show. Never use your self-starter too much. If you do you will quickly discharge your battery and if you discharge the battery too much it will soon peter out. And a new battery will cost you something like a hundred dollars." Poor *paterfamilias* had felt the strain of the purchase of the car too much to be able to forget that a new battery costs about one hundred dollars.

Therefore he tried the effect of using the self-starter only for a minute or so and then he (wisely) gave it up. He decided that it was no use taking risks with the battery.

He got out of the car and lifted up the bonnet. Jane and John, two of the children, asked the usual questions which amuse everyone but the driver. Him, these questions only make more furious. Mamma's efforts to keep quiet Jane and John merely succeeded in attracting a crowd of coolies. The simple act of lifting the bonnet also had a magnetic effect on every passer-by. There are thousands of people in Hongkong who have any amount of leisure.

We will not describe at length how the unfortunate owner-driver opened the tool-box and swore heatedly at the coolies who poked their noses into it and anything else connected with the car.

A WELCOME RELIEF.

In the end a good Samaritan, in the person of another owner driver, came along. "What's the matter?" was the enquiry. "Wish to blazes I knew," said the very warm owner driver, who had been "cranking up" at intervals, much to the amusement of the onlookers.

"Plugs O.K.?" asked the good Samaritan. "Quite," was the laconic reply. "Let's look at the carburetor," was the next suggestion, quickly followed by the exclamation "Holy Smoke! you've got no petrol!"

Now that news ought to have been acceptable to the exasperated owner. It would have been if the family had not been in the car, and if the crowd had disappeared. However, the petrol was soon obtained, the tank was filled and the family left the city for the quieter regions of Repulse Bay.

Of course, it does sound incredible that any one should forget to fill up with petrol. It happens much more frequently than seems possible.

(Continued on next Column.)

ALLEGED PIRACY CONSPIRACY BY RUSSIANS AT SHANGHAI.

SOVIET VICE-CONSUL ON A WARRANT FOR HIS ARREST.

Seven Russians are being tried in the Mixed Court at Shanghai on a charge that they were concerned together at the International Settlement at Shanghai in an attempt to commit piracy in respect of a Russian steamship named *Okhotsk* anchored at Woosung. Briefly outlining the charges against all the accused, Mr. Maitland, the Police Prosecutor, said: "This practically amounts to a conspiracy to seize the 'White' steamer *Okhotsk* which is at present in possession of General Gleboff at Woosung. The first, second and third accused are also charged with being in possession of arms, and all are charged with being undesirable."

It transpired in the course of the hearing that a warrant had been issued for the arrest of a man named Minsky who was described as "doing Vice-Consul's work" at the Soviet Consulate where a Russian detective was in hiding.

Mr. Maitland asked the Court to request the Soviet Consulate to hand Minsky over to the Mixed Court.

Dr. Fischer, who is appearing for the accused men, raised the question as to whether the Court could issue a warrant against a Consular Official in Shanghai.

The Assessors intimated that the Court would consider the application.

In a letter to the local Russian paper, Minsky, who signs himself "Vice-Consul of U.S.S.R.," states that until he read the report of the proceedings he was unaware of the issue of a warrant against him. He says he has freely moved out of the Consulate whenever he desired to do so, and he announces that "I, as Vice-Consul for the U.S.S.R., do not need to hide; my position guarantees my personal inviolability even in such a case when a group of Russian 'White' guards wishes to connect my name with an unsuccessful attempt at provocation."

SOVIET CONSUL'S PROTEST.

Comrade F. V. Linde, the Soviet Consul, in a letter to the same paper says: "Neither I, the Ambassador of U.S.S.R. to China—citizen Karukhan—nor even the representative of the Chinese Republic in the Province of Kiangsu have been informed of the proposed arrest of Vice-Consul Minsky. When it is taken into consideration that citizen Minsky possesses a Diplomatic Passport issued to him by the People's Commissar for Foreign Affairs of U.S.S.R. such action becomes perfectly incomprehensible. Thus those who issued the order for Minsky's arrest, deprived the only competent authorities in China from adopting adequate measures for the protection of the interests of an official representative of U.S.S.R."

I must energetically protest against such regulations established by the Shanghai Mixed Court.

I must also protest against all attempts that may be made by the Shanghai Mixed Court, to define the rights of the U.S.S.R. Consuls in China. Such definition may be undertaken only by the representative of my Government and the Government of the Chinese Republic in the manner prescribed by these two countries.

The foregoing should have been taken more seriously into consideration, as my Government has pointed out on several occasions to the Mixed Court that even private citizens of U.S.S.R. do not come under the jurisdiction of the Mixed Court, by virtue of the treaties existing between my Government and China.

Consuls of U.S.S.R. are representatives of the local authorities of the Chinese Republic and not to the authorities of the Settlement.

It is not too much to say that, sooner or later, nearly every owner driver is caught with an empty petrol tin. Frequently it is on a hill that the petrol pumpers out, especially if the gravity system of petrol feed is used. The petrol runs to the back of the tank and the outlet pipe is in the front.

The best thing to do, in such a case, is to turn the car right round and negotiate the hill with the car in reverse gear—unless, of course, you can obtain some petrol from a passer-by.

PETROL PUMPS.

Which brings to mind the fact that there seem to be only three petrol pumps on this little island available for the general public. There is one at a garage near the Post Office; one at Stubbs Road garage and one at the Repulse Bay Hotel garage. The police have their own petrol pump which is a snare and a delusion for the general public. There should surely be a petrol pump near the Hongkong Club or, at any rate, one or two more pumps in a more central position.

It so happens that motorists, rightly or wrongly, prefer to stick to their own particular fancy in the matter of petrol brands. There is something to be said for what at first looks like a rather unreasonable prejudice.

The composition of petrol varies and while a car will run well on one brand it will not do so well on another unless adjustments are made. The best plan for the amateur motorist is this: Obtain technical advice about the brand of petrol you should use; have your engine adjusted for that brand and stick to it. The local Automobile Association might make recommendations to the local petrol purveyors that a pump is a good advertisement. There might be one at Aberdeen for the convenience of many a driver.

HOLT'S WHARF, KOWLOON.

In the Event of the Consignees not taking Delivery of the Undermentioned Goods, by the 2nd MAY, They will be SOLD at PUBLIC AUCTION to defray Cost of Storage, etc.

Lot	Mark	No.	Packages	Date of Storing	Consignees
36	SG		8 kegs Paint	25.10.24	Yee Cheong Co.
93	B B		3 c/s Water Purification Plant	4.2.25	Daniel & Co.
165	277		1 c/s Chains	19.3.25	Order
197	E. L. & Co.	215	1 " Furniture	14.8.25	J. T. Lloyd & Co., Ltd.
201		222	1 " Table and Sample		
232	HRM H M		1 bag Bolts	20.10.25	Holyoak, Massey & Co., Ltd.
232	HWD 3008		1 " "	20.10.25	Hongkong & Whampoa Dock Co., Ltd.
181	B M		1 bag Bicarb. Soda	14.8.25	Brunner, Mond & Co., Ltd.
234	U A		2 drums Soda	25.10.25	do.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th April, 1926.

[3455]

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KASHGAR"

ARRIVED HONGKONG ON 17th APRIL, 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage Period. All Claims against the Steamer must be presented to the Underwriter on or before 7th May, 1926, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & Co., Agents.
Hongkong, 17th April, 1926. [3464]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GABMARTENSHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 26th April, 1926, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. GODDARD and DOUGLAS on 23rd April, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 90 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JABDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 16th April, 1926. [3466]

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship "JAVA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of April, 1926, p.m., will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. ANDERSON & ASH on the 24th of April, 1926, at 10 a.m. All Claims against the Vessel must be presented to the Underwriter before the 30th of April, 1926, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
Hongkong, 19th April, 1926. [3463]

ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.

Revised by Members.
PRICE 35
Daily Press Office.

MARINE COURT.

STEAMSHIP CAPTAIN FINED.

CAUSED OBSTRUCTION IN HARBOUR.

At the Marine Court yesterday, before Lieut. Commander G. F. Hoie, R.N., Capt. Jose Neves Catela, master of the s.s. *Wong Shek Kung*, was charged with anchoring his steamship in the harbour in such a manner as to cause an obstruction to the fairways at 3.30 p.m. on April 14th.

Defendant pleaded not guilty. Mr. W. R. Hillier, boarding officer of the Harbour Office, said that the *Wong Shek Kung* was about three ships' length west of buoy No. B47 and was causing an obstruction to the free access of the fairways. He boarded the ship at 4.10 p.m. on the "date in question and gave defendant a written order to shift at once to buoy No. B47 or to Stonecutters. Defendant stated that he had not enough men on board to make fast to the buoy. The following morning witness saw the ship making fast to B47.

Replying to the Bench, witness said that the ship was actually causing an obstruction to the s.s. *Yew Mathilde*, whose captain he was going to call as a witness.

Capt. Edward Jonah Rapley, master of the s.s. *New Mathilde*, said that he was taking his vessel from buoy C39 to Stonecutters. The ship was in ballast and the wind blowing strong from the East. He proceeded through the South channel to the westward. When he got down towards the western end he saw the *Wong Shek Kung* anchored between B47 and Green Island. He therefore altered course to pass between B47 and C45. He did not go to the westward of B47, because he did not know how his ship would steer. Had the *Wong Shek Kung* not been anchored there it was he would have gone to the westward of B47 instead of cutting through the line of buoys. The *Wong Shek Kung* obstructed him from using the usual channel for proceeding from one fairway to another.

Defendant said that he left Canton owing to the strike, and had only a crew of two. He was short of gasoline and his company had promised to have gasoline ready near Green Island. Defendant was fined \$40, with the alternative of one month's hard labour in default. The fine was paid.

TAX ON BETTING.

SUCCESS IN DOMINIONS.

FORMER GOVERNORS' TESTIMONY.

The following letter signed by Lords Beauchamp, Liverpool, Buxton, Jellicoe, Novar, Sydenham and Stanley of Alderley was sent from the House of Lords on March 23rd to *The Times*:

"Sir,—As the question of a tax on betting is being much discussed at the present time, it may be of interest to give the result of our experience of this question gained in many parts of the Empire. We have found the tax productive wherever introduced and we have no reason whatever to believe that the imposition of such a tax has increased the amount of betting in the Dominions with which we are acquainted.

"The method of imposing the tax has, in our experience, been facilitated by the establishment of a totalizator on the racetrack, a percentage of the takings being paid to the Government. It may be that in this country there are practical difficulties in the use of such a method, but the evidence given before the Select Committee on betting duties indicated that a tax on betting would not be difficult to collect.

"We are, Sir, yours obediently."

SHIPPING MOVEMENTS.

The N.D.L. s.s. *Saarbrücken*, from Europe, left Singapore on the 20th inst., is expected to arrive here on the 25th, and will sail for Shanghai and Japan on the 28th.

The R.M.S. *Empress of Asia* is due here at 2 p.m. to-day, and will berth at Kowloon Wharf No. 5. She will sail for Manila at 5 p.m. to-morrow and is due back here on Tuesday, April 27th.

The B.I. and Apcar s.s. *Gambhirra* left Singapore for Hongkong on the morning of the 18th inst., and is due to arrive here on the morning of the 26th.

VESSELS EXPECTED.

Ceylon (Swedish East Asiatic), due May 12th.

Empress of Asia (C.P.R.), due to-day, 2 p.m.

Empress of Canada (C.P.R.), due May 5th.

Gambhirra (B.I. & Apcar), due April 26th, a.m.

Saarbrücken (N.D.L.), due April 25th, a.m.

Sumatra, due April 23rd.

Talma (B.I. & Apcar), due to-morrow, a.m.

S.S. "BATAREIA" SOLD.

PURCHASE PRICE OF \$90,000 PAID.

The s.s. *Batareia* (British), owned by the Wah On Co., No. 34, Connaught Road West, has been sold to the Tai Lee Co., of Amoy, for \$90,000 net. Mr. Wong, proprietor of an engineering and shipbuilding firm at Mongkok, is the Managing Director of the Wah On Company.

For several months past the *Batareia* has been laid up at Sham Shui Po. She was originally held on the application of the Cheong Yue Steamship Company, of China Building, for a claim of \$30,000, which was charged for towing the vessel into port from beyond Gap Rock after she had broken her propeller axle. This claim was later reduced to \$5,700, but owing to many other claims arising from other sources, the vessel had, perforce, to be sold.

The vessel will in future sail under the Chinese flag, and her new crew of Amoy men, from the master down, are on board. Capt. A. Aiken, her former master, has left the ship.

The *Batareia* is a steamer built in 1905 and entirely reconstructed during 1925. Her deadweight capacity is 730 tons and her bunkers contain in the neighborhood of 60 tons of coal. Her draft fully loaded is 13 ft. 6 in. and her light draft about 8 ft. She makes a speed of 11 knots on a coal consumption of 12 tons per 24 hours. She has a Hongkong passenger licence for carrying 36 first-class, 42 second-class and 244 coolie passengers. She has tween decks all over, and four sideports.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 20th.

	Previous Day at 2 p.m.	On Day at 8 a.m.	On Day at 2 p.m.
Barometer	29.88	29.87	29.84
Temperature	65	65	71
Humidity	73	77	78
Wind Direction	E	E	ENE
" Force	3	2	3
Weather	O	O	O
Rain	0.02	0.00	0.00

Highest open-air Temperature on 19th ... 65

Lowest open-air Temperature on 20th ... 63

HONGKONG TIDE TABLE.

From April 21st to 27th, 1926.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.		
Wed.	21	No information					
Thurs.	22	h. m.	ft. in.	h. m.	ft. in.		
Fr.	23	8 14	4 6	0 14	1 8		
Satur.	24	6 41	4 8	11 45	4 3		
Sun.	25	8 9	5 5	0 55	1 7		
Mon.	26	6 38	5 5	0 41	1 7		
Tues.	27	8 8	5 0	1 29	1 8		
		7 21	5 7	1 28	1 8		
		8 14	5 3	1 59	1 9		
		7 58	5 8	2 42	2 8		
		8 27	5 6	2 38	1 7		
		8 36	5 8	2 41	2 8		
		9 17	5 8	3 56	1 8		
		8 48	5 8	3 17	1 8		

SUNRISE AND SUNSET IN HONGKONG.

FOR APRIL, 1926.

(STANDARD TIME OF THE 180TH MERIDIAN, EAST OF GREENWICH.)

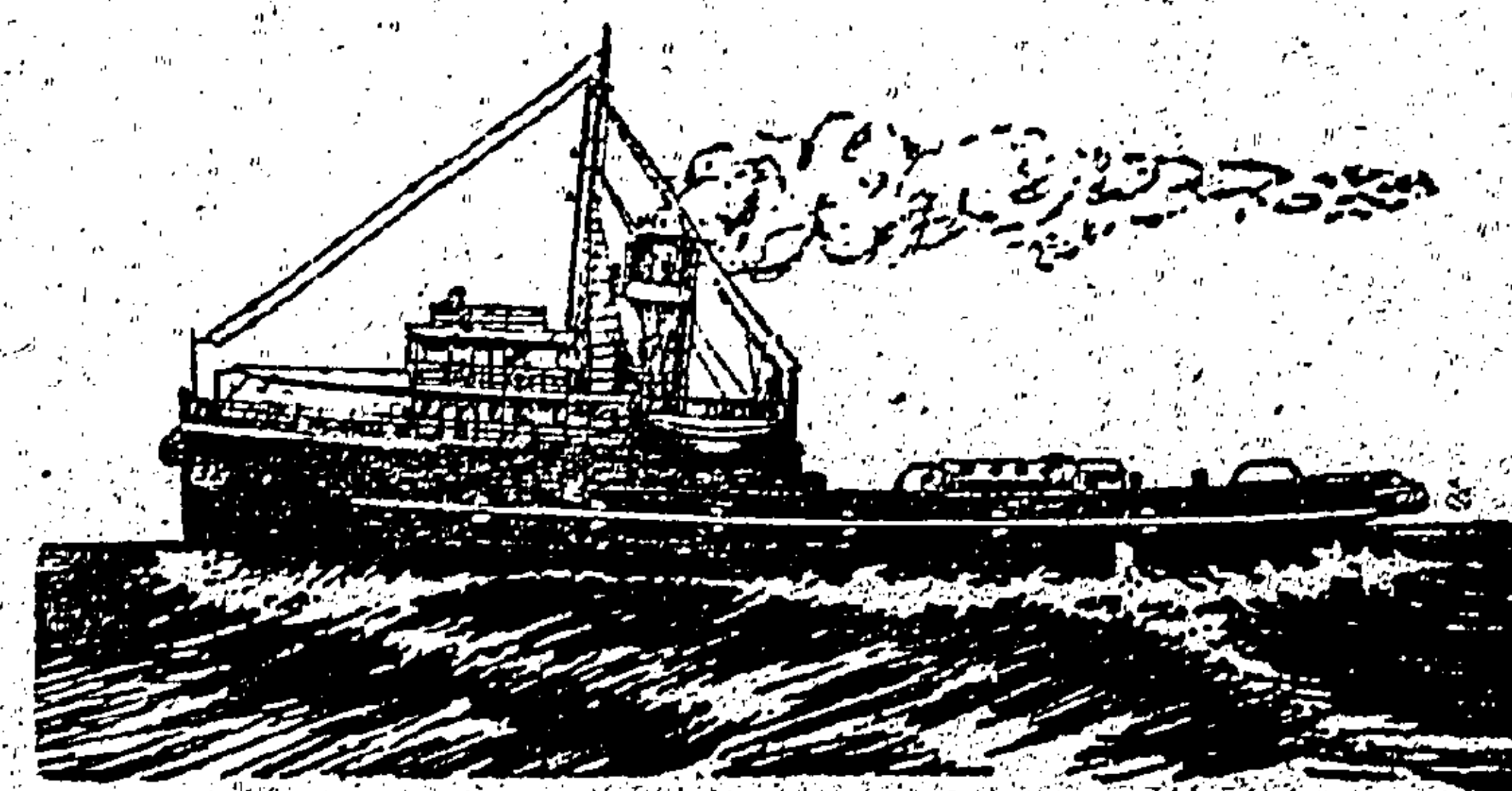
Date.	Sunrise.	Sunset.
April 21st	5.59 a.m.	6.48 p.m.
" 22nd	5.58	6.46
" 23rd	5.58	6.46
" 24th	5.57	6.47
" 25th	5.56	6.47
" 26th	5.55	6.47
" 27th	5.55	6.48
" 28th	5.54	6.48

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Comps Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 185' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

S.O.A.E.O.



DEALERS

AND
MANUFACTURERS
of Oxygen and
Acetylene Gas

THE FAR EAST OXYGEN AND
ACETYLENE CO., LTD.

BEST REPAIRS!
LOWEST PRICES!

Carbonic Acid Gas, Ammonia, Calcium
of Carbide, Motor Cycle, Acetylene Tanks,
all necessary equipment for Low and High
Pressure Autogenous Welding.
Blowpipes, Gauges, Scraping Powder,
Electrodes and all kinds of Metals for
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A SPECIALITY.

Autogenous Welding of all Metals by
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For Urgent Repairs:—Kowloon 783.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS
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HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR EUROPE:—

S/S "OLDENBURG" ... on or about 22nd April, 1926.
S/S "SAARLAND" ... on or about 20th May, "
M/V "VOGTLAND" ... on or about 31st June, "

SAILINGS FOR SHANGHAI AND JAPAN—
(DUE FROM EUROPE)

M/V "VOGTLAND" ... on or about 11th May, 1926.
For freight, passage and further particulars please apply to

JEBSEN & CO.,

12, Pedder Street.

Tel. C. 2225.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bed legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhoea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Sale and Reliable

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it! Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

P.O.D.S. REMEDIES FOR
KIDNEY AND SORE THROAT
PREPARATION: RAD GONOR, AND ALL POST
VETARZO REMEDIES CO., LTD., LONDON.
VETARZO REMEDIES CO., LTD., LONDON.

SHIPPING NEWS

ARRIVALS.

April 18th.

Bowen Castle, British str., 3,632 tons, Capt. J. Cann, from New York and Manila, the latter port she left on April 15th, with a general cargo, lying at Leichikok—Doddwell & Co.

April 16th.

Andes Maru, Japanese str., 4,436 tons, Capt. M. Kanetaka, from Hamburg and Singapore, the latter port she left on April 13th, with a general cargo, lying at buoy No. B55—O.S.K.

Gitteren, Norwegian str., 730 tons, Capt. E. Tvedt, from Sandakan, which port she left on April 12th, with firewood and general cargo, lying at buoy No. C46.

Sansaring Maru, Japanese str., 2,447 tons, Capt. C. Hidaka, from Kobe and Karatsu, with potatoes and general cargo, lying at buoy No. A26—Nanyo Yusen Kaisha.

Shingo Maru, Japanese str., 6,601 tons, Capt. Saburo Enya, from San Francisco and Nagasaki, the latter port she left on April 16th, with a general cargo, lying at buoy No. A25—N.Y.K.

Sankung, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. B13—Man Yick S.S. Co.

Taming, British str., 1,336 tons, Capt. D. Lupton, from Haiphong and Hoibow, with a general cargo, lying at buoy No. C57—B. & S.

April 20th.

Ok Maru, Japanese str., 6,022 tons, Capt. Y. Kawashima, from Yokohama, Kobe and Nagasaki, the last mentioned port she left on April 16th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Banana, British str., 1,207 tons, Capt. J. H. van den Berg, from Haiphong, which port she left on April 17th, with a general cargo, lying at buoy No. C74—Shun Tai S.S. Co.

Cheong Shing, British str., 1,250 tons, Capt. D. E. Kilbey, from Tientsin and Weihaiwei, the latter port she left on April 15th, with a general cargo, lying at buoy No. C21—Jardine, Matheson & Co.

Heddingen, British str., 361 tons, Capt. E. Bentley, from Kwang Chow Wan, with a general cargo, lying at Chin On Wharf—Chiu Chi S.S. Co.

Kama Maru, Japanese str., 4,584 tons, Capt. Shino Shiratori, from London and Singapore, the former port she left on March 14th, with 2,549 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

Ludwig, British str., 1,398 tons, Capt. C. M. Bellie, from Shanghai and Amoy, with a general cargo, lying at buoy No. C16—B. & S.

Rheiner, British str., 4,965 tons, Capt. G. L. Stout, from Shanghai, which port she left on April 17th, with a general cargo, lying at Admiralty buoy No. 14—B. & S.

Szechuan, British str., 1,394 tons, Capt. J. A. McCallloch, from Shanghai, which port she left on April 17th, with a general cargo, lying at Stone cutters—B. & S.

CLEARANCES.

April 20th.

Adon, for Tarakih.

Aki Maru, for Manila.

Amoy Maru, for Shanghai.

Hai Chung, for Amoy.

Kama Maru, for Shanghai.

Mand, for Saigon.

Shingo Maru, for Shanghai.

Rheiner, for Singapore.

Fan Overstraten, for Swatow.

Wing Hong, for Amoy.

Wing Shik & Kwai, for Saigon.

PASSENGERS.

ARRIVALS.

Per s.s. *Hydrangon*, on April 20th:—Mr. S. M. Kiss, Mr. J. C. Durand, and Mr. J. Bates.

Per s.s. *Kama Maru*, on April 20th:—Rev. and Mrs. L. Goriacci and three children, Mrs. C. I. Brown, Mr. S. Gully, Miss Gracewood, Mr. W. Lythgoe, Mr. M. A. Schelesinger, and Mr. and Mrs. van Northing.

DEPARTURES.

Per P. & O. s.s. *Kalgia*, on April 20th:—Mrs. Brooke and three children, Miss Tart, Mr. W. Ball, Mrs. H. Roberts, Capt. D. James, Mrs. Reid, Lieut. J. I. M. Ashby, Mr. E. Foster, Mr. Kurahashi, Mr. W. Ellis, Mr. and Mrs. Newman, Mr. C. Anderson, Mr. and Mrs. H. L. Mather, Mr. Wang Yee Thing, Mr. H. Hatch, Mr. S. C. Saunders, Mr. R. Allison, Mr. Tyoa Tiwan King, Mr. H. J. Tringus, Mr. E. de Freitas, Mrs. Austin, Miss Austin, Miss A. M. Gregory, Mr. and Mrs. H. George, Mrs. J. H. Chapman and son, Mr. and Mrs. C. Green, Mrs. Fawer and infant, Surg. Comdr. W. A. Joffie, Mr. and Mrs. C. Rice and two children, Mr. E. C. Frederick, Capt. J. M. Murphy, Mrs. C. Fletcher, and infant, Mr. J. Kunz, Mr. H. Yang, Mr. R. Windrim, Mr. L. V. Anderson, Mr. F. D. B. Tuckett, Miss J. McWilliams, Mr. Rio Tk Khing, Mr. W. M. Arnitt, Mr. Bryson, Mr. and Mrs. W. Russell and infant, Mr. and Mrs. W. Woodbridge, Mr. C. L. Low, Mr. G. Crist, Mr. and Mrs. W. Park and three children, Miss Brand, Mrs. Hankey, Miss Hankey, Lieut. F. H. Jefferson, Mr. and Mrs. J. A. Samples, Miss M. Samples, Mr. W. Carstairs, Lieut. A. P. Gibson, Mrs. Fernie and infant, Mrs. J. Marshall, Mr. and Mrs. E. C. Dapcy, Miss Dwyer, Mr. R. Bissett, Mr. L. B. Whant, Mr. W. Oldland, Mr. Hang Sing Nio, Mr. C. J. A. Askew, Mrs. J. McWhirter, Misses McWhirter (2), and Miss G. Monek.

HONGKONG SHIPPING.

At 9 a.m. yesterday there were 73 vessels in harbour, of which 35 were British. The arrivals during the twenty-four hours ended at 9 a.m. yesterday numbered 13, viz., four British, one Dutch, one Norwegian, six Japanese and one Chinese. Departures over the same period came to eight, with clearances for the same time numbering the same. The departures were for the following ports: Shanghai, one German, one Danish and one Chinese; Amoy, one British and one Norwegian; Kobe, one British; Saigon, one British. Clearances were as under:—For Amoy, one British; for Singapore, two British and one Japanese; for Keelung, one Japanese; Shanghai, one British and one Dutch; for Kwang Chow Wan, one Portuguese.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)

For Hongkong	11,071 tons.
For ports beyond	27,943
Total	39,014

(During previous 24 hours ended at 9 a.m. on Monday.)

For Hongkong	10,921 tons.
For ports beyond	27,529
Total	38,450

Of the cargo entered for Hongkong, 6,232 tons were carried in British vessels, with 4,339 tons in vessels of other nationalities. The heaviest entries were three of over 2,000 tons each by three British steamers, with one other four-figure entry (1,250 tons) by the Norwegian arrival. The remainder of the entries for Hongkong were all under one thousand tons. Only one British vessel carried freight for ports beyond, the amount being 3,603 tons. The heaviest entry for other ports was 5,032 tons by a Japanese steamer, with entries of 6,000 tons, 4,881 tons and 3,025 tons, all by Japanese steamers coming next in order.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—*Banana* (British) from Haiphong with 2,163 tons of general cargo.

Cheong Shing (British) from Tientsin and Weihaiwei with 2,050 tons of general cargo and mail.

Taming (British) from Haiphong and Hoibow with 2,018 tons of general cargo and mail.

Rheiner (British) from Taku Bar and Shanghai with one ton of general cargo, mail and 3,493 tons for ports beyond.

Fan Overstraten (Dutch) from Deli and Singapore with 800 tons of general cargo, mail and 730 tons for ports beyond.

Gitteren (Norwegian) from Sandakan with 1,250 tons of firewood and general cargo and mail.

Andes Maru (Japanese) from Hamburg and Singapore with 448 tons of general cargo, mail and 9,032 tons for ports beyond.

Kama Maru (Japanese) from Tokyo and Swatow with 539 tons of cement and sundries and mail.

Shingo Maru (Japanese) from Yokohama and Keelung with 683 tons of general cargo, mail and 1,981 tons for ports beyond.

Kama Maru (Japanese) from London and Singapore with 294 tons of general cargo, mail and 6,500 tons for ports beyond.

Shingo Maru (Japanese) from San Francisco and Nagasaki with 462 tons of condensed milk, old newspapers and general merchandise, mail and 140 tons of cigarettes, tobacco and merchandise for ports beyond.

Sansaring Maru (Japanese) from Kobe and Karatsu with 90 tons of potatoes and general cargo, mail and 4,026 tons for ports beyond.

Sun Kwong (Chinese) from Kwang Chow Wan with 300 tons of general cargo and mail.

Later arrivals yesterday, too late for entry in the above returns, included:—*Lochow* (British) from Shanghai and Amoy with 300 tons of general cargo and mail.

Szechuan (British) from Shanghai with 1,050 tons of general cargo and mail.

Bowen Castle (British) from New York and Manila with case oil and general cargo.

Hydrangon (British) from Kwang Chow Wan with 77 tons of general cargo.

Saki Maru (Japanese) from Yokohama and Nagasaki with 835 tons of general cargo, mail and 3,469 tons for ports beyond.

SHIPPING NOTES.

The master of the s.s. *Van Overstraten* (Dutch) from Deli and Singapore, reported to the Harbour Office yesterday that one deck passenger died at sea from natural causes, and was buried at sea.

The second annual report of the Hongkong and Yumati Ferry Co., Ltd., shows a net loss for the year, after deducting \$1,278.93 balance profit brought forward from the last account of \$31,240.58.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,407, of which the s.s. *Van Overstraten* (Dutch) carried 1,203 from Deli and Singapore.

THE NEW PAMPHLET

THERAPY NO. 1

THERAPY NO. 2

THERAPY NO. 3

No. 1 for Elderly, No. 2 for Middle-aged, No. 3 for Young.

These pamphlets are available at the Hongkong Dispensary, 10, Queen's Road, Hongkong.

They are also available at the Hongkong Dispensary, 10, Queen's Road, Hongkong.

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QUICKEST TIME ACROSS THE PACIFIC
17 Days from Hongkong to Vancouver.
LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

Special FARES to EUROPE

£120 £112 £83 £80

(Payable in Local Currency.)

VICTORIA AND VANCOUVER
via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	April 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 21	May 24	May 27	May 29	June 7
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 19	June 30
EMPRESS OF ASIA	June 24	June 27	June 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 23	July 26	July 29	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 27	Sept. 5
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 24	Oct. 3

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
April 22	May 2	May 8	May 11
May 6	May 16	May 22	May 25

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Wednesday, 21st April
SIBERIA MARU (omit Honolulu) ... Tuesday, 4th May

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 20th April
BOKUYO MARU ... Saturday, 3rd May

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKUSAN MARU ... Saturday, 24th April
KITANO MARU ... Saturday, 8th May
HABUNA MARU ... Saturday, 22nd May

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st April
MISHIMA MARU ... Wednesday, 18th May

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 18th April
TOKIWA MARU ... Tuesday, 11th May

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU ... Wednesday, 25th April
BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Friday, 18th April
MURBAN MARU ... Friday, 30th April

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Sunday, 18th April
HARATA MARU ... Friday, 30th April

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 23rd April
SHANGHAI, KOBE & YOKOHAMA.

DELAGOA MARU ... Sunday, 18th April
KAMO MARU ... Tuesday, 20th April
NAGANO MARU ... Thursday, 22nd April
OSAKA MARU ... Tuesday, 27th April

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central Nos. 242, 243 & 244.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
AMBOISE	—	—	27th Apr., 1926.
ANGERS	—	—	11th May, "
AMAZONE	26th Mar., 1926	27th Apr., 1926	25th May, "
D'ARTAGNAN	9th Apr., "	11th May, "	8th June, "
ANGKOR	23rd Apr., "	25th May, "	22nd June, "
PORTHOS	7th May, "	8th June, "	6th July, "
ANDRE LEBON	21st May, "	22nd June, "	20th July, "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance.)
A Class 1st Class.—£ 85. 0d. Od. B Class (1st Class).—£ 83. 0d. Od.
2nd Class.—£ 68. 0d. Od. 3rd Class.—£ 60. 0d. Od.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "YANGTSE" from DUNKIRK, LONDON & HAYBE is due to arrive on the 21st April, 1926.

Sailings subject to alteration without notice.
For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

KOBE via AMOY, SHANGHAI	"HOSANG"	Wednesday, 21st April, at 11 a.m.
MOJI & YOKOHAMA	"HOSANG"	Wednesday, 21st April, at 3 p.m.
BANGKOK	"CHEONGSHING"	Saturday, 24th April, at Noon
TIENSIN	"LAISANG"	Sunday, 25th April, at 7 a.m.
KOBE via AMOY & AMOY	"LAISANG"	Wednesday, 28th April, at Noon
TSINGTAO via SHANGHAI	"KUTSANG"	Wednesday, 28th April, at 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday, 28th April, at 3 p.m.
KOBE via SHANGHAI & AMOY	"SUISANG"	Thursday, 29th April, at 7 a.m.
SHANGHAI	"KWONGSANG"	Friday, 30th April, at 7 a.m.
STRAITS & CALCUTTA	"YUENSANG"	Thursday, 6th May, at 3 p.m.
SANDAKAN	"MAUSANG"	Saturday, 15th May, at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.		HOMEWARDS.	
Vessel	Due Hongkong.	Vessel	Discharges Leaves H'kong.
ENBEG " " " "	29th Apr.	"GLENESHANE" " " " "	4th May.
ENSANDA " " " "	1st May	London, Rotterdam & Hamburg via Oran	
GLENMARTHESSHIRE " " " "	30th "	"GARMARTHENSHIRE" " " " "	1st June
		London, Rotterdam & Hamburg via Oran.	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sbb-ex 23, and Central 3596.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER
AND
FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.		
"SAARBRUECKEN"	24th April, 1926	29th May, 1926.
"COBLENZ"	22nd May, "	27th June, "
"FRANKEN"	19th June, "	"
"FULDA"	15th July, "	22nd August, "
"GREFELD"	12th August, "	13th September, "
"TRIER"	11th September, "	13th October, "
"SAARBRUECKEN"	9th October, "	11th November, "
"COBLENZ"	6th November, "	"

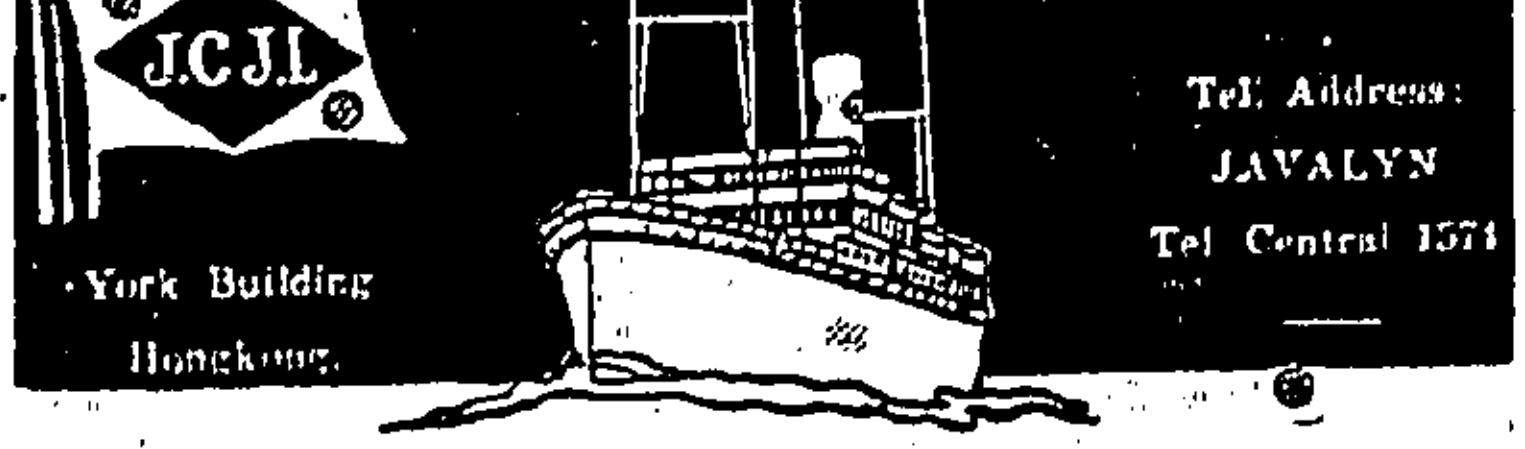
*Omit Marseilles call.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
3, Queen's Building, Chester Road. Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FOREWORTH SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	SHAL. & AMOY	20th April	22nd April	BATAVIA
TJIKINI	JAPAN	28th "	29th "	BATAVIA
TJIKABANG	BATAVIA	2nd May	6th May	SHANGHAI
TJIKEMBANG	SHANGHAI	3rd "	6th "	BATAVIA
TJISALAK	J. & M'KSAR	3rd "	6th "	SHANGHAI & DALNY
TJISALONG	DALNY, SHAL.			
	& AMOY	16th "	18th "	M'KSAR. & JAVA
TJIKANDI	JAVA & M'KSAR	17th "	20th "	JAPAN

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "LANGTON HALL" ... via Suez Canal ... From Hongkong 23rd April.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WEIR & CO., LONDON.)

Sailings from Hongkong
s.s. "FORREBANK" ... via Suez Canal ... 5th May.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

s.s. "CITY OF VALENCIA" ... From Hongkong 23rd April.
For MARSEILLES, HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £85. 2nd Class £60.
"B" 1st Class £30. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE.

s.s. "SURAT" ... From Hongkong 24th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Baira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Enderby Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

Tel. Cent. 4791.

THE BANK LINE LTD

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "MALAYAN PRINCE" ... Leave Hongkong 12th May
M.V. "JAVANESE PRINCE" ... 11th June
M.V. "ASIATIC PRINCE" ... 3rd July

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

21



KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 15th April at Noon, 1926.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands-East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

YORK BUILDING, CHATER ROAD.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ALIFORE"	5,273	27th Apr.	Singapore, Penang, Colombo & Bombay.
"MAVEDONTIA"	11,439	1st May, Noon	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London, Antwerp and Hall.
"PERIM"	7,648	29th May	Marseilles, London and Antwerp.
"MALWA"	10,841	29th May	Marseilles & London.
"MIRZAPUR"	9,715	3rd June	Marseilles, London & Antwerp.
"KEYBER"	9,114	12th June	Marseilles, London & Antwerp.
"MANTUA"	10,992	26th June	Marseilles & London.
"KARMAIA"	9,123	10th July	Marseilles, London and Antwerp.
"RANPURA"	16,585	24th July	Marseilles & London.
"DELTA"	8,687	7th Aug.	Marseilles, London, and Antwerp.
"MAVEDONTIA"	11,439	21st Aug.	Marseilles & London.
"KALYAN"	9,144	4th Sept.	Marseilles and London.
"MALWA"	10,841	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	25th April	Singapore, Penang and Calcutta.
"SANTHA"	7,754	2nd May	do.
"TALAMBA"	8,018	6th May	do.
"TALMA"	10,000	19th May	do.
"SHIRALA"	—	27th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	4th May	Manila, Sandakan, Thursday Island,
"TANDA"	6,900	1st June	Townsville, Brisbane, Sydney, and Melbourne.

* Omits Sandakan but calls at Kolantagan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	24th Apr. 6 a.m.	Amoy, Shanghai, Moji, Yokohama & Kobe.
"GAMBHIRA"	5,257	27th April	Shanghai.
"KEYBER"	9,114	30th April	Shanghai, Moji and Kobe.
"SHIRALA"	—	4th May	Shanghai, Moji, Kobe and Osaka.
"TANDA"	6,900	14th May	Shanghai.
"MALWA"	10,841	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,992	28th May	do.
"PADU"	5,267	30th May	Shanghai and Kobe.
"KARMAIA"	9,269	11th June	Shanghai only.
"ARAPURA"	6,000	12th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	25th June	Shanghai only.
"RANPURA"	16,585	8th July	Shanghai Moji & Kobe.
"DELTA"	8,687	9th July	Moji, Kobe and Yokohama.
"MAVEDONTIA"	11,439	22nd July	Shanghai, Moji & Kobe.
"KALYAN"	9,144	5th Aug.	do.
"MALWA"	10,841	18th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	do.
"MOBEA"	10,918	16th Sept.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage, Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Tuesday, 20th April, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Parodia Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO. LIMITED.

SHANGHAI	"LINAN"	On 21st April	Noon.
SAIGON	"RHANSI"	On 21st April	Noon.
NINGPO	"LUCHOW"	On 22nd April	4 p.m.
SHANGHAI	"SZHOUEN"	On 23rd April	4 p.m.
HOHANG & HAIPHONG	"TAIANG"	On 24th April	Noon.
SAIGON	"FEIYANG"	On 24th April	4 p.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On 25th April	10 a.m.
SAIGON	"RUPEE"	On 26th April	10 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 27th April	8 a.m.
HOLO	"WCHU"	On 28th April	10 a.m.
WEIHAIFU, CHEFOO & TIENTSIN	"HUICHOW"	On 30th April	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from
HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA, ZAMBOANGA, THURSDAY ISLAND AND
AUSTRALIAN PORTS.
Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	23rd April, Noon
TAIPING	18th May	25th May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

TELEPHONE: CENTRAL 36.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOWES CASTLE" ... Sailing on or about 19th May.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADELATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
M.V. "VIMINALE" ... From Hongkong. Sails 5th May.
M.V. "ESQUILINO" ... Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "FIUME-L" ... From Hongkong. Sails 12th May.
M.V. "VIMINALE" ... Sails 31st May.
M.V. "ESQUILINO" ... Sails 30th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMSINGA" ... Sails from Calcutta, 30th June.
S.S. "UMSINGA" ... Sails from Colombo, 12th July.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "LANGTON HALL"	... via Suez Canal	23rd Apr.
s.s. "DIOMED"	... via Suez Canal	7th May.
s.s. "ATREUS"	... via Suez Canal	31st May.
s.s. "NINGHOW"	... via Suez Canal	4th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

POST OFFICE NOTICE
INWARD MAILS.

FROM	PER	DUE
CANADA, U.S.A., JAPAN & SHANGHAI	Empress of Asia	21st April
MANILA	Pres. McKinley	21st April
AUSTRALIA & MANILA	Mishima Maru	21st April
EUROPE via NEGAPATAM (Letters only)		
London, 25th Mar.	Tulma	22nd April
SEALAND	Suiyang	22nd April
MANILA	Pres. Pierce	23rd April
STRAITS	Laisang	23rd April
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Jefferson	25th April
EUROPE via NEGAPATAM (Papers only)		
London, 25th Mar.	Suabrucken	25th April
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Hayes	26th April
STRAITS	Gambhir	26th April
MANILA	Empress of Asia	27th April
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Taft	29th April

OUTWARD MAILS.

FOR	PER	DATE
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 3rd May	Aki Maru	Wednesday, 21st
Amoy	Hooang	21st
Batavia, Samarang and Sourabaya	Samarang Maru	21st
Shanghai, Japan & Honolulu	Shanghai Maru	21st
Port Bayard	Hooang	21st
Swatow, Amoy and Formosa	Kotsu Maru	Thursday, 22nd
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 11th May	Pres. McKinley	22nd
Japan & Honolulu	Anyo Maru	22nd
Java via Batavia	Tjandari	22nd
Manila	Emp. of Asia	22nd
Manila, Australia & New Zealand via Thursday Island—due Thursday Is., 5th May	Changta	Friday, 23rd
Straits	City of Valencia	23rd
Shanghai	Szechuan	23rd
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 23rd May	Hokuang Maru	Saturday, 24th
Hokow and Haiphong	Taming	24th
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & EUROPE via San Francisco—due San Francisco, 19th May, and EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	Pres. Pierce	24th
Bangkok	Kueiyang	24th
Amoy	Laisang	24th
Shanghai	Suiyang	25th
Swatow, Amoy and Formosa	Hooang Maru	25th
Seigon	Hupoh	Monday, 26th
Manila	Pres. Jefferson	26th
Manila	Pres. Hayes	26th
Seigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 26th May	Amboise	Tuesday, 27th
Shanghai	Tingyan	Wednesday, 28th
Straits and Calcutta	Kutang	28th
Shanghai	Sui Song	28th
Shanghai	Kuowang	Thursday, 29th
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 17th May	Emp. of Asia	Friday, 30th
Manila	Pres. Taft	30th

*Correspondence bearing vessel's name only.

COMMERCIAL

OPENING QUOTATIONS.

April 20th, 1926

On London—	
Telegraphic Transfer	100/11
Bank Bills, on demand	100/11
Bank Bills, at 30 days' sight	100/11
Bank Bills, at 6 months' sight	100/11
Credit, at 4 months' sight	100/11
Documentary Bills, at 3 months' sight	100/11
On New York—	
Bank Bills, on demand	100/11
Credit, at 30 days' sight	100/11
On Bombay—	
Telegraphic Transfer	147
Bank Bills, on demand	147
On Calcutta—	
Telegraphic Transfer	147
Bank Bills, on demand	147
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—On demand	100/11
On Manila—On demand	100/11
On Batavia—On demand	100/11
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Hankow—On demand	85 1/2
Sovereigns, Bank's Buying rate	85 1/2
Gold Leaf, 100 fine, per tola	29 5/16
Bar Silver, per oz.	29 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds—	
Sterling	\$4,500,000
Silver	\$27,000,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:
D. G. M. BERNARD, Esq., Chairman.
Hon. Mr. A. C. LANG, Deputy Chairman.
W. H. Bell, Esq., T. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Wall, Esq.,
P. H. Holyoak, Esq., H. P. White, Esq.,
W. L. Farnham, Esq., G. M. Young, Esq.

Chief Manager:
A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, April 6th, 1926. [35]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.
Hongkong, 7th January, 1926. [36]

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietors	£3,000,000

Foreign Exchange and General Bank in Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, April 16th, 1926. [37]

BANQUE DE L'INDO-CHINE.

Head Office: 99, Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 75,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Fund	Fr. 19,667,282.44

BRANCHES:
Bangkok, Batavia, Canton, Djibouti, Hongkong, Kanton, Peking, Shanghai, Singapore, Siam, Tientsin, Yunnanfou.
BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Société Industrielle et Commerciale; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LEOT, Manager.
Hongkong, 20th March, 1926. [38]

THE MERCHANTS BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 4.

Authorized Capital	£23,000,000
Subscribed Capital	£21,800,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,350,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.
BRANCHES:
Bangkok, Calcutta, Kanton, London, Madras, Rangoon, Shanghai, Singapore, Siam, Tientsin, Yunnanfou.

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central, Hongkong, March 26th, 1926. [39]

BANQUE FRANCO-CHINOISE

POUR LE

COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office: 74, Rue St. Lazare, Paris.

Capital	Fr. 20,000,000
Reserves	Fr. 11,850,000
Special Working Capital	Fr. 50,000,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. BULLIN, Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINSEK).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 45,000,000
Capital (Paid-up)	Yen 39,375,000

Head Office: TAIPEI, FORMOSA.

BRANCHES:
JAPAN: Tokyo, Yokohama, Kobe, Osaka, Formosa: Keelung, Kagi, Kanton, Keelung, Makung, Nantow, Shingbiki, Paichow, Tainan, Pakao, Tamsui, Tuyen, Aho, Pusan, CHINA: Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.
OTHERS: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in the Commercial Centres on the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI, Manager.
HONGKONG BRANCH,
3, Des Vaux Road, Central, Hongkong, 1st Decemb. 1925. [40]

THE BANK OF CANTON, LTD.

Head Office: HONGKONG.

Established 1912.

Authorized Capital	£1,200,000
Paid Up Capital	£1,082,500
SILVER RESERVE FUND	£ 700,000

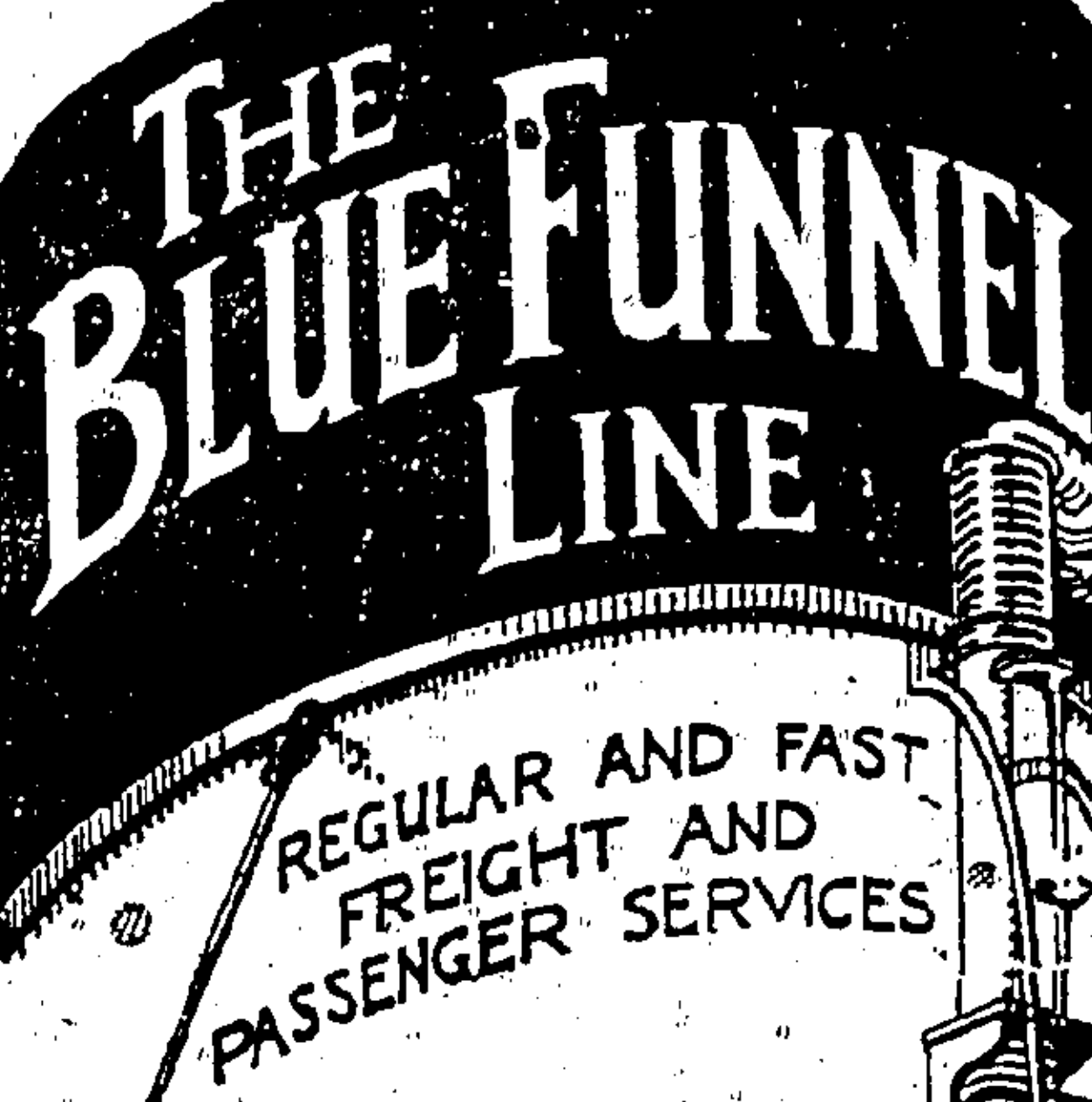
Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
Correspondents in all principal cities of the World.

London Bankers—THE LLOYDS BANK, LIMITED.
Every description of banking business transacted.
Safe Deposit Boxes to let from \$3.00 to \$40.00.
LOOK POON SHAN, Chief Manager.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.
With Index. Price—\$7.50.
On sale at the Hongkong Daily Press Office. [41]

Printed and Published by CHITNEY THOMAS BREAKSTON, for the HONGKONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hongkong. London Office: 121, Fleet Street, E.C. 4.



LONDON SERVICE.

"PATROCLUS" 5th May Marseilles, London, Rotterdam & Glasgow.
"TELOS" 18th May Marseilles, London, Rotterdam & Hamburg.
"ANTENOR" 2nd June Marseilles, London, Rotterdam & Glasgow.
"EUMAEUS" 15th June Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"MINELAIUS" 1st May Genoa, Marseilles, Havre, Liverpool & Glasgow.
"EURYLOCHUS" 18th May Genoa, Havre, Liverpool & Glasgow.
"KREMONA" 1st June Genoa, Marseilles, Havre, Liverpool & Glasgow.
"TITAN" 15th June Genoa, Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"TYNDAROS" 18th May Victoria, Vancouver & Seattle.
"PROTEUS" 11th June Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DIOMEDES" 7th May Boston, New York & Baltimore.
"ATREUS" 14th May Boston, New York & Baltimore.

PASSENGER SERVICE.

"PATROCLUS" 5th May Singapore, Marseilles & London.
"ANTENOR" 2nd June Singapore, Marseilles & London.
"EUMAEUS" 15th July Singapore, Marseilles & London.
"KREMONA" 1st August Singapore, Marseilles & London.
"TITAN" 15th Sept. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire,

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